NAVAL AVIATION NEWS

Floberg Qualifies

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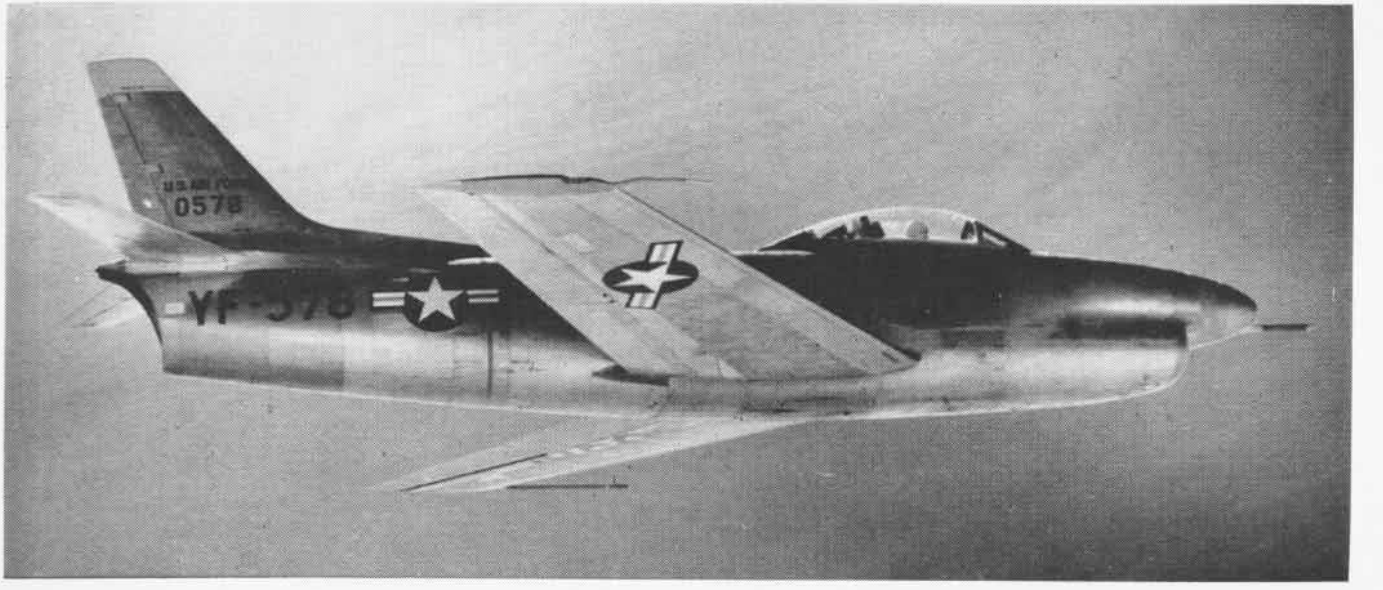
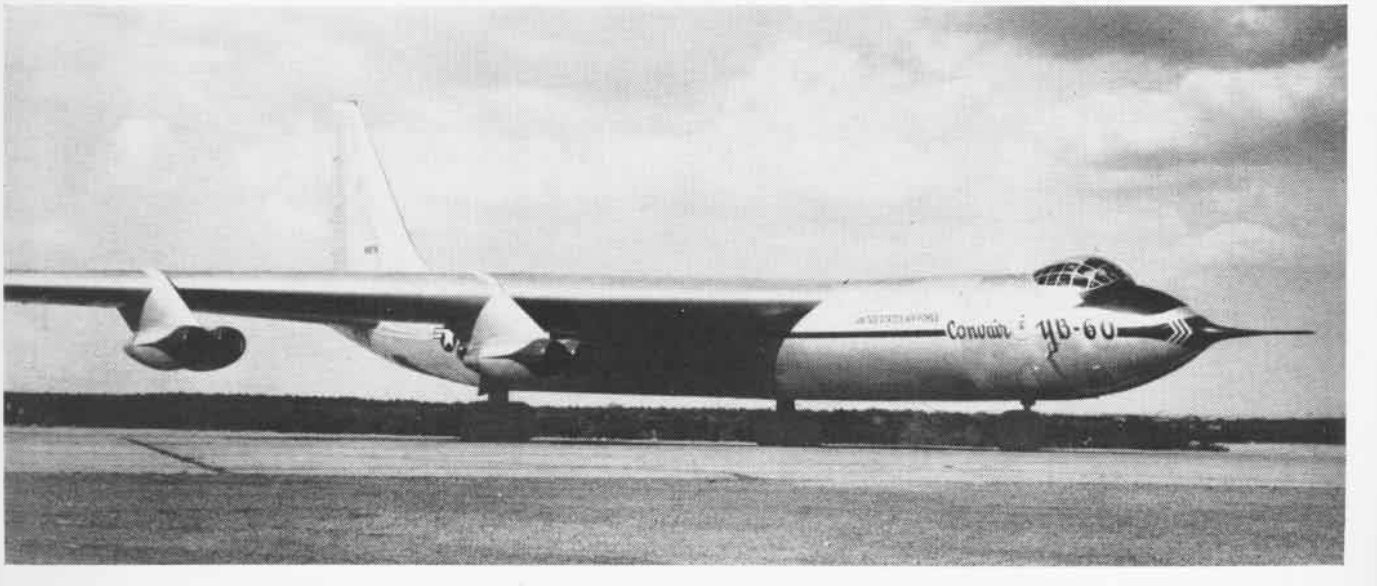
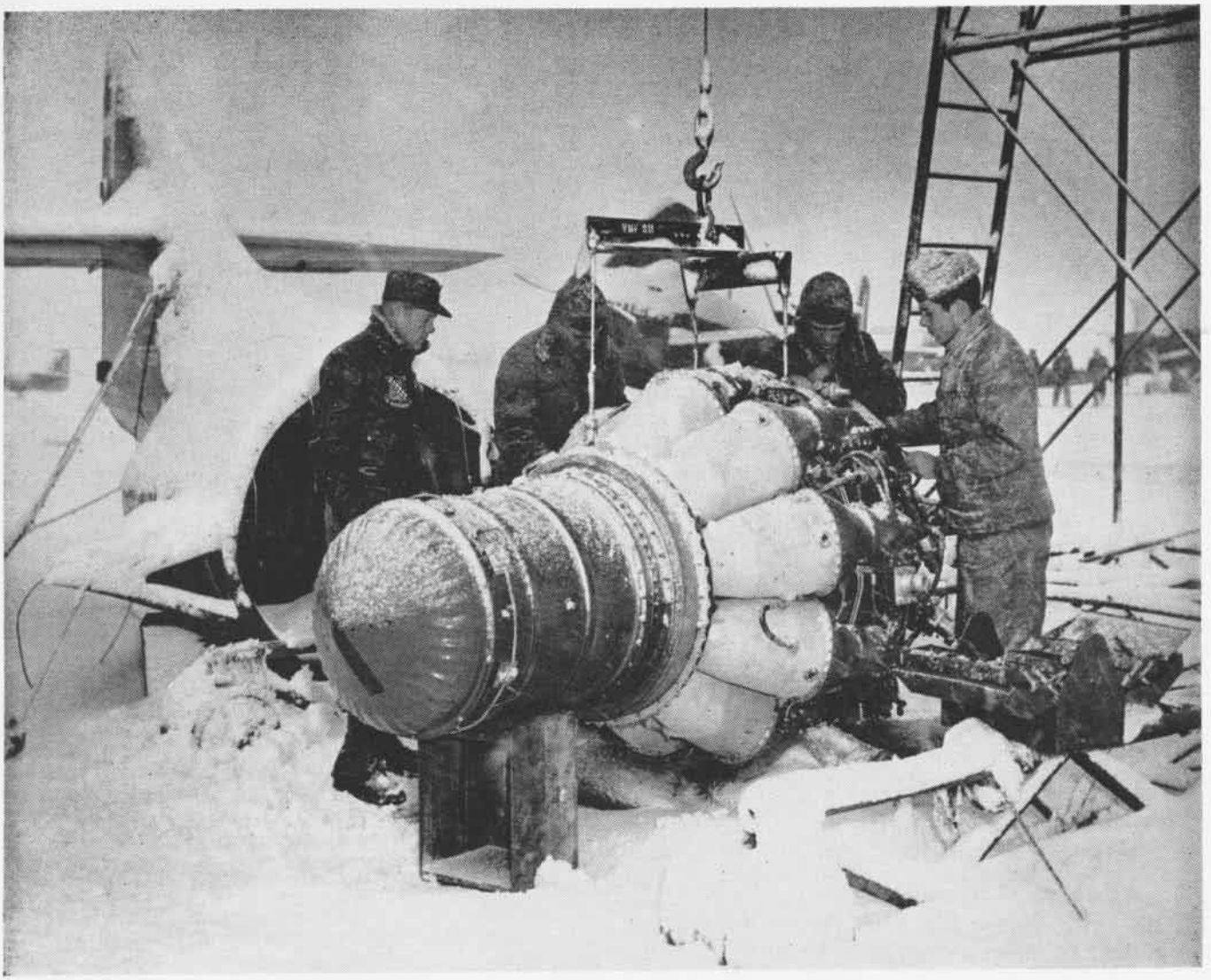


SPIKE-NOSED JETS FLY FOR AIR FORCE

Three new Air Force planes presented here are the F-86D all-weather interceptor with radar nose and chin scoop. Center is swept-wing F-84F Thunderjet fighter-bomber and below is eight-jet Convair YB-60 with P&W J-57 turbojets





FRONT LINE FIXERS

LIKE PASSING a fuzzed-up thread into a needle's eye, shot-up Navy planes returning from Korea strikes are tough to land safely on home carrier decks.

Carrier task forces are self-sufficient at sea. Wheels-up and no-flap landings are possible on the bobbing decks. Yet, in some theaters of war—such as Korea—when an auxiliary strip ashore is available for landings by crippled aircraft, shot up by antiaircraft, it's prudent to use it.

Once safely down on one of these auxiliary fields a few miles behind the front lines, a naval aviator needs help—the kind of quick, efficient help that returns pilots and planes to carriers.

Commander Fleet Air, Japan, had an ace up its sleeve for help—Fleet Aircraft Service Squadron Eleven, the only carrier aircraft FASRon in the entire Pacific area. When seemingly impossible jobs have developed in supplying and repairing carrier aircraft during Korean fighting, ComFairJapan has drawn upon the tested skill and ingenuity of FASRon-11.

The squadron has organized and operated seven different detachments scattered over Japan and Korea since it first arrived in the Far East in July, 1950. This is in addition to running the parent unit as U. S. Naval Air Station, Atsugi, Japan.

Logically, then, a small band of enlisted men and one officer were dispatched from FASRon-11 by ComFairJapan last October to an advanced Marine Corps air base in Korea. These men formed a FASRon-11 detachment to become foster parents of naval aviators who judge it safer to visit them rather than return to the home nest at sea.

As of the middle of March, when this story was gathered, approximately 400 carrier aircraft had been handled by the FASRon-11 men in Korea. Nearly 300 of these were "emergency service" cases, such as adjusting a mixture control or stopping an oil leak. About 100 needed flap, wing or tail assembly changes.

IN FEBRUARY, in whirling, wet snow, the detachment made its first engine change—in an F9F. The remainder of the aircraft—the duds—have been shipped out for return to Japan or the U. S.

Eighty per cent of the 100 fly-away repair jobs were fit for immediate return to operational use. Most of these were *Corsairs,* with *Panthers* and *Skyraiders* ranking next.

There's nothing startling about this until you ask to see the detachment's hangar and tools. The hangar isn't. Just cold wind and cloudy sky. The tools are a scrounged few. In short, men—not machines—have been doing the job.

Vice Admiral T. L. Sprague, recently Commander, Air Force, Pacific Fleet, gives the FASRON-11 detachment credit for work output of 50 men. There aren't half that number.

They toil in the open. When they first arrived in October, they had one small tool box among them. Since then, the parent squadron in Japan and grateful carrier-based squadrons have come through with more hand tools. By mid-February, they acquired a tent for protection from the wind while cleaning carburetors and other accessories.

Wheels-up landings are routine. The men keep empty oil drums handy, and when the damaged plane has skidded to rest, the sailors—aided by a mobile crane belonging to the Marines—transport it to a roosting place atop the drums. The landing gear then is hand-pumped down into position and the aircraft is given a minute inspection. An on-the-spot decision is made to repair for fly-away, move out as a dud or scrap for salvage. Chief Aviation Machinist's Mate Albert V. Kujawski is the man who passes judgment. He's the detachment's leading chief.

HAIR-RAISING stories of these emergency landings are a several-hours repertoire already. In order, F9F's, AD's and then F4U's have made the most wheels-up slides for life on the steelmatted runway.

"The *Panthers* do a beautiful job of it," Chief "Ski" reports. "The pilots wait until they're nearly out of gas, then touch the tail down. When she's headin' straight, they set the rest down. Usually they take nearly the full length of the runway, because wheels-up means no hydraulic pressure for flaps, too."

One *Panther,* in fact, did take the entire runway—from beginning to end and then some . . . ended up perched atop a small ground rise after skating across a little ice-covered pond at the strip's end.

That episode involved Lt. Irvin A. Robinson of VF-52 from the *Valley Forge.* When he was 200 miles from his carrier, his *Panther* was hit by AA and lost all hydraulic fluid and emergency air pressure. That meant no wheels, no dive brakes, no flaps.

WHEN NAVY *fighters come home shot up by Communist AA, often they have to use advanced field instead of landing on carrier*

ORDNANCEMAN *Carturight, Machinist's Mate Stuvick remove ammo can from nose of F9F Panther under frigid conditions in Korea*

Over the FASRON's emergency field, he jettisoned his canopy and got ready for a crash landing. He made a perfect belly landing, going 120 knots. Instead of stopping in 600 feet, as he expected, he skidded 4,000 feet up the frozen runway. A fatal crash into a 17-foot high dike at the end of the field appeared inevitable, so he braced himself.

The plane hurdled a deep ditch, landed on a frozen pond, skidded another 300 feet and struck and climbed the dike embankment, slid along the top for 150 feet and finally stopped on the opposite side of the levee. Robinson stepped out uninjured. Next day he was flown back to the carrier.

Another, whose "coefficient of friction" must have been greater, screeched to a halt at the mid-way point and neatly turned left to the FASRON-11 work area beside the strip, as though saying, "Well, here I am. Look me over and doctor me up."

Two 250-pound bombs tore loose from one *Skyraider* making a crash landing, but luckily they didn't go off.

Tragedy struck once and took the life of a Marine and almost deprived the FASRON-11 men of their officer-in-charge —then Lieutenant E. E. Banks of Long Beach, Calif. A *Skyraider* attack plane badly shot up from a strike was 20 feet above ground coming in for an emergency landing when the controls failed. The port wing dipped and the AD crashed into four parked planes. Rockets exploded. The unfortunate Marine was in an F4U making a radio check. Lieutenant Banks was in another parked *Corsair* but escaped unhurt.

One occasion brought FASRON-11 to a close brush with the front lines. That was when they helped rescue a downed Marine *Corsair* from an area called the *Punch Bowl.* The combat line extended along the northern rim of the bowl.

Small arms fire had damaged the starboard oil cooler of the F4U and the Marine pilot had deposited himself and plane wheels-up in a corn field two miles from a small

HUNDREDS *of electrical, hydraulic, mechanical and fuel connections in "frosted" F9F are checked by Stevenson, aviation mech*

emergency landing field in the bottom of the bowl. The Marines figured the *Corsair* a dud and gave routine notification to ComFairJapan. Duds in that area go to FASRon-11 for disposition.

Chief Aviation Ordnanceman Deane M. Smith was sent by the detachment to look the aircraft over. He was accompanied by a Marine hydraulics mechanic to aid in getting the landing gear down. Smith determined that with an engine, oil cooler, prop and flap change the plane could be flown out of the *Punch Bowl* . . . if it were hauled out of the corn field to the short emergency strip two miles away.

A bulldozer borrowed from First Marine Division Engineers built a road through the corn field to the *Corsair*. Then the Army Engineers came through with a mobile crane to lift the plane up while its landing gear was pumped down.

TOWING the craft by bulldozer to the strip was perilous and trying. The road was so narrow at places that the wheels of the plane slipped off and straddled it on both sides. Once while crossing a stream on a temporary structure, the starboard stub wing hit construction for a new bridge and simultaneously the port landing wheel began sliding off toward the stream. For minutes the plane balanced precariously until a cable from a winch truck was secured to it. The temporary stream bridging then was widened by building up with rocks at the side to let the craft proceed.

With the *Corsair* safely at the strip, Chief Smith returned to the detachment and made his report, ComFairJapan assigned the plane back to the Marines. Because he was familiar with the location and conditions, Chief Smith was asked by the Marines to accompany six of their men on a return trip to accomplish the engine change and other repairs. In three days and a blinding snow storm and temperatures of zero down to minus 18 they did it. Again, it was a case of inter-service cooperation. Ground Marines furnished a wrecker to pull the prop, and Army Engineers sent another mobile crane to hoist the engine into place.

The busiest day the FASRon-11 men have had was one Saturday when 12 Navy carrier aircraft came in for emergency landings and service. There were four F4U's from VF-114, four F4U's from VF-653 and four AD's from VA-194.

Lieutenant James A. Richardson can relate how much VF-653 and VA-194 appreciate the detachment. He was officer-in-charge from December, 1951, to the middle of February, 1952. He received "special funds" from the carrier-based squadrons to be used for pilots downed at the Korean field where they could spend some if they had it.

Candidly Lieutenant Richardson admits that he was forced to spend much of his time entertaining downed pilots. In fairness to him, however, his record of parts and materials obtained, loadings of duds arranged for out-shipment, dispatches and reports sent and general supervision over the small detachment is evidence of being on the job round-the-clock.

Lieutenant Richardson was relieved in mid-February by Lieutenant Granville A. Cook, Jr.

MOST pilots who are forced to call on the FASRon-11 detachment are so eager to return to their carriers that they will work side-by-side with FASRon-11 men to complete repairs quickly.

Damage done by wheel-up landings usually is more than seen on the surface. Fire has occurred in only one case—an F9F whose engine exploded when switched off. Gas continued into the engine and additional propulsion sent the plane beyond the end of the runway. The tail section flared up when the craft skidded to a halt, but the pilot escaped easily and the Marine's crash crew doused the flames.

The experienced eye of a FASRon-11 structures man diagnoses a wheels-up case. Spars and other structural members are examined critically. "Flap horns" frequently are damaged and the flaps must be braced permanently into position for fly-away back to Japan for repair by the main FASRon-11 unit.

Seven wing changes—two on AD's and five on F4U's—and three tail changes—two on F9F's and one on an AD—had been accomplished by the detachment through mid-March. One of the wing changes put a black-painted Marine F4U-5N wing on an otherwise blue-painted Navy *Corsair*. The men on the carrier deck weren't sure just what they saw coming home for a landing.

Most consistent anti-aircraft damage to Navy fighters has

KUJAWSKI, *Hurley, Olson and Jarrett, FASRon-11 mechanics gather around pot-belled stove after hours to hash over new problems*

BY CHIPPING *in 16,000 won a week ($3), men of FASRon detachment, like Don L. Grace, get home comforts from Korean youth*

THESE TWO *Navy chiefs are "foremen" in charge of a FASRon-11 detachment in Korea—Albert V. Kujawski and Deane M. Smith*

been to the port wing jet intake in F9F's. Pilots had a habit of banking in for the runs the same way. They're varying their patterns. Port wings aren't in critical supply now.

Close cooperation with the Marine air group to which the detachment is attached solves the parts problem to mutual advantage. The Marines provide some of them to FASRon-11, and the latter, through close liaison with carrier air groups, can secure hard-to-get items for the Marines. Needless to say, the *Codfish* (Carrier-on-board Delivery) air line is kept hopping between the carriers and the airstrip.

Incidentally, the *Codfish* air line originally was started and operated by FASRon-11 during the critical winter of 1950-51 to move urgently needed personnel and supplies between Japan and Korea and the carrier task forces. The air line now is a detachment of VR-23.

When duds from wheels-up landings accumulate, the detachment tows them behind a truck several miles on the planes' own landing gears to a point where they are loaded aboard ship for return to Japan. Wings and tail parts must be removed for this trying journey along narrow roads and over unsteady bridges.

The men work from sun-up to sun-down seven days a week. There is no liberty. They were two hours late getting their Thanksgiving dinner because in a cold rain they had to unload parts airlifted to Korea for them by a U. S. Air Force C-119 *Flying Boxcar.*

The cold Korean winter never fazed them, thanks to their own determination and plenty of warm clothing supplied by the Navy and Marines. They spend their evenings attending movies and reading and writing letters when and if the base electric power is up to par. Much of their reading material consists of discarded magazines.

A disconsolate FASRon-11 mechanic sorted tediously and impatiently through a stack of "Seventeen", "Glamour", "Vogue" and "Mademoiselle" and muttered, "Doggone! They must have collected these in the WAVES' barracks."

STILL *dripping from wet snowfall, Machinists Mates Stuvick and Sechler lug Skyraider carburetor into unheated tent for repair*

FINGER *dexterity isn't easy on frosted wrenches as Grace, Olson, Grady and Hagan, on ground, work on F9F tail in the snow*

SECY. FLOBERG MAKES PARACHUTE JUMP

VADM. PRICE CONGRATULATES THE SECRETARY

SEC. FLOBERG (HELMET IN HAND), JUMPMASTER VINSON, REAR, BOARD EL CENTRO AIRCRAFT

THE NAVY today has an Assistant Secretary for Air who is a qualified carrier pilot and a parachute jumper, probably the first man in that high civilian post in naval aviation to perform either of those feats.

Secretary John F. Floberg on March 15 made a parachute jump at the Navy Parachute Unit, El Centro, Calif., leaping from the door of an R4D with a dozen enlisted parachute jumpers.

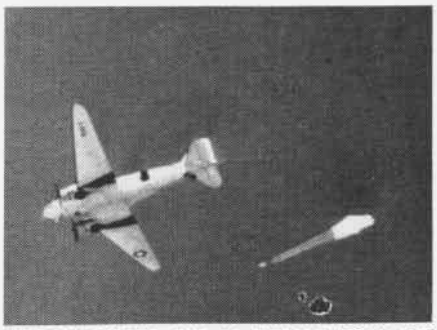
On April 18, he made 10 carrier landings and take-offs from the USS *Cabot* at Pensacola, the last three of them piloting his SNJ without a safety pilot in the rear seat. (*See front cover*)

Although he had done some light plane flying before the war, Secretary Floberg did not fly military planes until recently, when he decided to learn more about flying. He furthered his postwar training by soloing an SNJ at Pensacola several months ago.

The Secretary was in El Centro on a routine inspection visit. LCdr. J. A. Morrison, commanding officer of the parachute unit, advised him, "We are going to make some experimental parachute jumps over the desert tomorrow, Mr. Secretary. Would you like to watch?"

"I am going to make one," Sec. Floberg told the startled Morrison. So the next morning he appeared at the hangar and buckled on his chest chute and auxiliary back chute. Along with a number of enlisted jumpers who were going up to make experimental leaps, he climbed into the R4D. Carpenter L. T. Vinson, the jumpmaster, briefed him on how to operate the chute.

When the plane was at 3,000 feet, Sec. Floberg took his place in line with



CHUTE BLOSSOMS OUT AS FLOBERG LEAPS OUT

the rest of the jumpers and leaped head first out into the slipstream. He had a little difficulty with the ripcord when he jerked it and had to take a second, stronger pull to unleash his parachute. Meanwhile watchers on the ground, including Capt. J. S. Thach, his military aide, and LCdr. Morrison, who had spent a sleepless night worrying about the jump, had a few bad moments until the parachute opened up. A standard chute

FLOBERG LANDS DIRECTLY ON THE BULLSEYE

pulls about 15 G's shock upon opening.

In the middle of the desert jumping area at El Centro is a 100-foot bullseye outlined in lime. Scores of leapers try to guide their parachutes so that they will come down within this bullseye. Few make it, but Sec. Floberg landed right on the limed circle, covering himself with the white dust.

A month later, after some preliminary field carrier landing practice checkouts, the secretary tried his hand at bringing his SNJ aboard the *Cabot*, Pensacola's training carrier. Rather than make it easier by going out in the landing circle by himself, he joined with eight student pilots for the tests.

With Lt. A. G. Goodberlet, who coached him in the FCLP, riding in the rear cockpit but doing no flying, Sec. Floberg brought the plane in ten times. After the seventh time, Lt. Goodberlet got out and Floberg made the last three by himself, with a 150-pound sandbag for ballast. Lt. V. D. Carruth was landing signal officer for the qualifications.

Upon completion of the morning's flights, VAdm. John Dale Price, Chief of Naval Air Training, presented the Secretary with a carrier pilot plaque to commemorate the occasion. To earn himself the title of "Iron Man", Floberg that same afternoon gave an hour and a half speech on naval aviation before a national seminar of public information officers, followed by a two hour question-and-answer discussion.

Sec. Floberg has flown in practically every Navy plane, including the TV-2 and F3D jets, was catapulted in an AD from a carrier and was in the first AJ to

(Continued on Page 12)

GRAMPAW PETTIBONE

Super Duper Foul Up!

Two recent graduates of a Fleet All Weather Training Unit gave a surprisingly poor demonstration of what they had learned (or evidently not learned) during a flight from NAS SEATTLE to Mather AFB in California.

They were flying two AD-1Q's and each carried one passenger. The flight plan was IFR and there was some initial confusion as one pilot thought that he was on a single plane flight plan, while the other reports that his flight plan was cancelled shortly after takeoff and his plane number was added to the other pilot's clearance.

After takeoff the pilots joined up and climbed through scattered clouds to 18,000 feet to fly 500 on top. The lead pilot in number 383 lost VHF communications about 45 minutes after takeoff and passed the lead to his wingman flying number 358. A few minutes south of Portland, Oregon, the flight encountered clouds with vertical build ups to 26,000 feet.

By this time one pilot had discovered that he had only 1,000 lbs. of oxygen instead of a full bottle. Disregarding the "500 on top" clearance, the flight attempted to go through at 18,000 without gaining additional altitude.

When it appeared that there was no prospect of breaking out, the lead pilot made a 180 degree reversal of course without warning his wingman. In the turn the two planes became separated.

The record strip of the Air Rescue teletype circuit for the next six hours contains many pages of transmissions relative to these two planes. A few samples which tell the rest of the story are printed below:

1525 NAS FROM CAA: FOR YOUR INFORMATION NAVY 383 AND 358 ARE NOT DOING SO GOOD. WE HAVE CONTACT WITH 358. HE JUST REPORTED OVER MEDFORD AT 7502 PST AT 18,000. HE HAS RUN OUT OF OXYGEN AND HAS TO STAY AT 18,000 OR ABOVE TO STAY ON TOP ALONG AIRWAY. HE ADVISES IS GOING OUT TO SEA TO TRY TO GET UNDERNEATH TO PROCEED ALONG COAST. 358 ADVISES 383 HAD RECEIVER ONLY AND THAT HE HASN'T SEEN ANYTHING OF HIM SINCE JUST SOUTH OF PORTLAND. 358 IS GOING TO TRY TO GET INTO MEDFORD.

Pity the plight of poor old Gramp—
A PBM blew off the ramp,
An F9F ditched in the bay,
A *Corsair* spun in yesterday!
Despite his cajoling, pleas and tears,
The Accident Reports are up to his ears.

• • • • • • • • •

1532 PILOT WORKING MEDFORD SOUNDS WORRIED HE IS STILL AT 18,000 AND LACK OF OXYGEN MAY BE TELLING ON HIM. HE HAS BEEN CLEARED IN BUT SO FAR HASN'T STARTED DOWN.

1535 NAS FROM CAA: DO PLANES HAVE MARK 10 ABOARD?

1545 CAA FROM NAS: BOTH PLANES EQUIPPED WITH TEN CHANNEL IFF.

1547 NAS FROM CAA: ALL STATIONS SOUTH OF MEDFORD ARE BROADCASTING FOR 383 TO TURN IFF ON.

1549 NAS FROM CAA: WE HAVE HAD NO CONTACT WITH 358 SINCE HE SAID AT 1541 WAS STARTING DOWN.

1555 358 IS DOWN TO 5,000 FEET IN A HOLE BUT IS TRAPPED IN THE HOLE. TRYING TO GET HIM TO PULL UP ENOUGH TO CLEAR TERRAIN TO GET OUT OF THERE BUT HE IS APPARENTLY PRETTY RATTLED, SOUNDS LIKE HE IS SHOUTING INTO MIKE. WE WILL ADVISE HIM AS SOON AS T-33 REACHES THE AREA, SEE IF HE CAN GO BACK ON TOP, BUT HE DOES NOT HAVE ENOUGH FUEL LEFT TO FOLLOW THE T-33 TO SACRAMENTO. (A T-33 had been dispatched from Hamilton AFB to search on top as far North as Medford.)

1617 358 STILL TRYING TO WORK ORIENTATION INTO MEDFORD.

1620 MEDFORD AACS HAS 358 ON DF EQUIPMENT HEADING 145 TO 150 DEGREES TO STATION THINK HE IS DESCENDING TO MINIMUMS. . . . PILOT NOW SAYS HE IS IN CLEAR AT 5,000 BUT DOESN'T KNOW HIS POSITION AACS STILL GIVING BEARINGS. BAD RAIN STORM 8 MILES NORTH OF MEDFORD.

1623 ALL STATIONS FROM CAA: 358 HAS THE MEDFORD AIRPORT IN SIGHT IN THE CLEAR AND OKAY.

1624 MILITARY FLIGHT SERVICE FROM CAA: SUGGEST YOU TALK TO PILOT AS SOON AS YOU CAN GET HIM AT AACS SEE WHAT HE THINKS ABOUT OTHER AIRCRAFT. . . . ALL OUR STATIONS MEDFORD SOUTH ARE ALERTED FOR HIM. ADC ALSO ALERTED IN BAY AREA.

1757 FROM CAA: OAKLAND CONTROL JUST ADVISED THAT A TRANS-PACIFIC AIRCRAFT HEARD NAVY 383 TRANSMITTING ON 121.5 MC SAYING THAT HE IS LOW ON FUEL. . . . OAKLAND ALERTING EVERYTHING IN THE BAY AREA.

1759 FROM AIR RESCUE SERVICE: WHAT WAS HIS POSITION AT THE TIME OF HEARING THIS TRANSMISSION?

1800 FROM CAA: JUST RECEIVED INFO FROM OAKLAND. THEY ARE BUSY AT THE MOMENT. . . . PROBABLY WORKING ON THAT INFO ANYHOW.

1819 CAA FROM COAST GUARD: CAN YOU GET INFO AS TO WHETHER THE PILOT OF 383 WOULD HAVE PLANNED TO CONTINUE ON HIS FLIGHT PLAN OR HEAD FOR THE COAST AS 358 WANTED TO. . . . I THOUGHT THAT IF YOU COULD TALK TO THE OTHER PILOT HE MIGHT BE ABLE TO GIVE US SOME IDEA OF WHERE TO LOOK FOR 383 IF HE DOESN'T MAKE IT.

1832 FROM AIR RESCUE SERVICE: WE HAVE INFO FROM OUR UNIT AT HAM AFB VIA RADIO NET THAT 383 WAS PICKED UP ON RADAR SCREEN 65 MI SO OF THEIR FIELD AND HAD DESCENDED FROM 17,000 TO 7,000 THIS CAME OVER 5 MINUTES AGO BUT DO NOT HAVE THE TIME OF PICK UP.

1834 FROM COAST GUARD: WAS POSITIVE IDENTIFICATION MADE?

1835 FROM AIR RESCUE SERVICE: HAVE ONLY INFO AS GIVEN BUT ASSUME IT WAS PRETTY GOOD AS THEY GAVE THE NUMBER OKAY.

1912 FROM COAST GUARD: HAS 358 LANDED YET? HE IS WELL OVER HIS FUEL NOW.

1914 FROM AIR RESCUE SERVICE: THE

FOLLOWING INFO RECEIVED FROM HAMILTON BY RADIO AND WAS RECEIVED BY THEM AT 1803 PST AN AIRCRAFT BELIEVED TO BE NAVY 383 WAS ON THE RADAR SCREEN 65 MI NW HAMILTON FIELD AND SUDDENLY DESCENDED FROM 17,000 TO 700 FEET AND DISAPPEARED. . . . AT PRESENT A COAST GUARD AIRCRAFT IS SEARCHING THE AREA. DO NOT HAVE METHOD OF IDENTIFICATION.

2031 COAST GUARD FROM CAA: REPORTS SEEM TO INDICATE THAT HE FLEW FAR OFFSHORE TO TRY TO GET UNDER THE STUFF SAFELY AND THEN FLEW BACK TO THE COAST ONLY TO RUN OUT OF GAS FIRST. . . . WHAT DO YOU THINK?

2149 FROM CAA: OAKLAND ADVISED THAT THE PILOT OF NAVY 383 SWAM ASHORE THE VICINITY OF POINT REYES. . . . NO INFO ON THE PASSENGER AS YET HOWEVER THE COAST GUARD IS TALKING TO THE PILOT NOW AND WE WILL GIVE YOU ADDITIONAL INFO AS IT COMES IN.

2154 ALL STATIONS FROM CAA: THIS WILL CANCEL THE ALERT NOTICE THAT WE HAD OUT ON NAVY 383.

2330 ALL STATIONS FROM COAST GUARD: BOTH PILOT AND PASSENGER OF AD-1Q BUNO 09383 WHICH DITCHED ABOUT 5 MILES NORTH OF POINT REYES HAVE REACHED LAND AND ARE SAFE REPEAT SAFE.

Grampaw Pettibone Says:

It's a good thing that an accident doesn't occur everytime a pilot makes a mistake. If this were true, we'd all be dead and the output of the Training Command would be zero for want of instructors as well as students.

The trouble with these AD-1Q pilots was that they weren't content to just make one or two mistakes and then knock it off. They just kept piling one error on another until they were in very sad shape. They are mighty lucky to be alive, and I imagine that their two hitch-hiking passengers are now great advocates of travel by train.

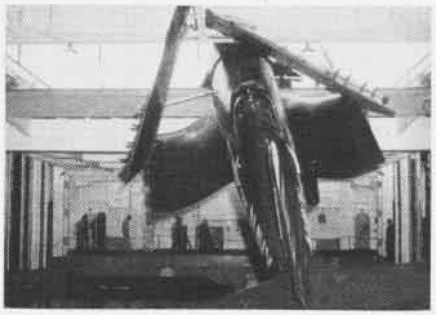
Both of these pilots were ordered before Aviator's Disposition Boards. One was reclassified to duty not involving flying and the other was placed on probation for six months. In addition both received disciplinary letters which affect their permanent records at BuPers.

The moral of this story is—"Leave yourself a way out!" Check and double check your equipment before you get airborne. Plan what you will do if the weather won't permit you to carry out your flight plan. If you have a radio failure, or trouble with your oxygen system, don't be too proud to turn around and head for fair weather.

In The Bite

The F4U pictured above looks a bit like the little pig who cried, "Wee, wee, can't get under the barn door."

The *Corsair* was being taken topside for turn up, and plane handlers had just started pushing it towards the elevator when the latter started rising without any warning or signal. The plan's wheels were not yet on the elevator, but the prop blades were about two feet over the edge. A mechanic, who was in the cockpit during this unexpected ride, slid down the tail uninjured.



Dear Grampaw Pettibone:

I have been reading with interest the number of letters sent to NANEWS by various squadrons and air groups regarding carrier landing records. All of them so far have been from squadrons whose operations consisted of carrier qualifications or fleet exercises. To start a new avalanche of letters to your office, I would like to submit the carrier landing record of Air Group Nineteen while based aboard the USS *Princeton,* CV-37, during six months of combat operations against the Communist forces in Korea.

The Air Group consisted of one squadron of F9F's, two squadrons of F4U-4's, one squadron of AD-4's and detachments from VC-3, VC-35, VC-61 and VC-11. Combat operations commenced on 4 December 1950 and ended on 19 May 1951. During that period 6,001 landings were made by the Group, of which 1,156 were jet and 114 were at night.

Weather conditions varied from bad to horrible with winds ranging from 30 to 50 knots a common occurence and temperatures rarely above freezing. Only 11 landing accidents occurred during the six months with no serious injuries either to pilots or deck crewmen.

Of the 11 accidents, one was a no-hook landing because the tail hook mechanism was shot up and the pilot was unable to lower the hook; one pilot had his hydraulic system shot up and was unable to lower either wheels or flaps; another pilot had his engine cut out in the groove on an emergency pass and hit the ramp shearing off his landing gear. That leaves just eight accidents in 6,001 landings that could possibly be attributed to error on the part of the pilot or LSO.

Nearly 100 emergency landings are included in the total. Three of these were made by pilots whose vision had been impaired by severe facial wounds, and another was made by a pilot who had his rudder controls shot away.

From 11 February 1951 to 29 April 1951, 2,529 landings were made with nothing more serious than a couple of broken tail wheels and a dragged flap. . . . I again emphasize that these records were under combat conditions.

The success of CVG-19 can be attributed to excellent training and inspired leadership, and I cannot praise too highly the members of the ship's company for the large part that they played. The USS *Princeton* was a fighting home for a fighting air group.

LT. USN, ex-LSO,
CVG-19

Grampaw Pettibone Says:

By way of comparison and to give you an idea of what an outstanding performance this was—an average carrier group has about 23 or 24 accidents in 6,000 landings. CVG-19 had less than half this number *in a combat tour.* Congratulations!

Dear Grampaw Pettibone:

I have a problem that is a little too tough for me to handle alone, and I am bringing it to you for an answer. My present duty is intelligence work in a joint Air Force-Navy outfit. During a recent discussion on general aspects of air operations in Korea, one of my co-workers in the Air Force made the following observation, and posed the resulting question, quote:

"In the Air Force if a pilot knocks down five enemy jet aircraft, he becomes a Jet Ace. Navy claims of damage done in the Korean air war often include numerous references to destruction of carts and horses. Consequently, if a Navy pilot knocks out a total of five enemy horses, what kind of an Ace is he?"

I think that you will agree that this is a rather tough one to answer.

Sincerely,
LCDR

Grampaw Pettibone Says:

If he is the kind of ace I think he is, he ought to have a ribbon to prove it. I am referring your question to the Board of Decorations and Awards.

I suggest that the next time you talk to your co-worker you tell him about the time that you stuck up for him in an argument with some Marines who said that he wasn't good enough to eat with the pigs. Tell him how violently you disagreed and how you finally convinced them that he was plenty good enough to eat with the pigs.

PANTHER *pilot Brady wipes sweat off brow as he views AA damage to his wingtip tank during Korea strike; had a cold ride home*

KOREAN AIR WAR

A Helping Hand

A drama enacted by two Navy pilots over North Korea may be labeled as spectacular.

Pilot Ens. Kenneth Schechter, of VF-194 aboard the *Valley Forge,* was making a bombing run on a rail target north of Wonsan when an anti-aircraft shell exploded in or near the cockpit of his plane. The blast tore off the plane's canopy, and shell fragments ripped into his face, chest and shoulders.

Blinded by the flow of blood, Schechter radioed desperately for help. Squadron-mate Lt.(jg) Howard Thayer heard the plea and overtook his friend. Thayer radioed instructions to guide Schechter out of a climb. He then gave directions so the wounded pilot could jettison his bombs and head toward friendly territory. After passing over into friendly territory Thayer asked Schechter to bail out. The reply was "negative."

Thayer continued a soothing stream of talk to Schecter while desperately looking for a spot to guide him down.

The situation seemed almost hopeless when the two planes neared an emergency strip. Thayer carefully "talked in" his wounded friend. The blinded pilot made a perfect landing.

Thayer circled the field until he saw a jeep carry Schechter away for emergency treatment. He then caught up with other carrier planes and returned

A Close Call

After returning from his eighteenth combat mission, 2nd Lt. Eugene Brady had a harrowing story to relate.

Lt. Brady, with the 1st Marine Aircraft Wing in Korea, was flying a *Panther* jet over enemy rails. "We had just finished our bombing runs on the Red rail line and I was pulling out of my dive, when the whole airplane seemed to explode under me."

Enemy anti-aircraft blasted the tip tank off his plane. The cockpit was filled with smoke from the exploded fuel tank and the plane veered, diving down.

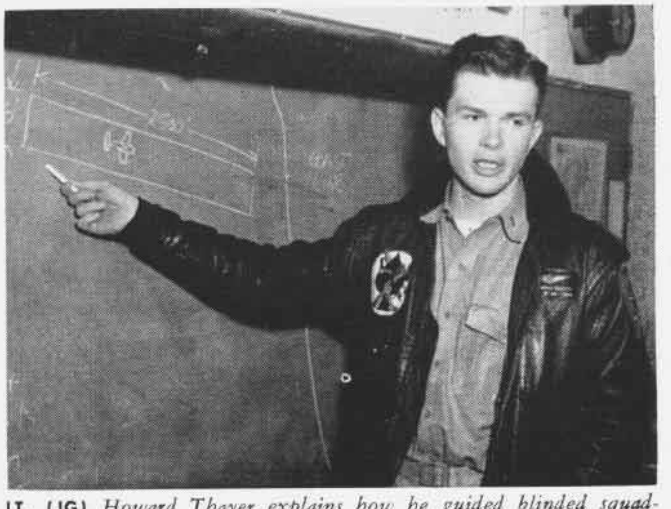
Pilot Brady managed to get the canopy released and when the cockpit was cleared of smoke, he pulled up into formation again.

But Brady did not expect to make it to the base with his plane in that condition. However a fellow pilot, Capt. George Parker, saw his predicament and flew on the Lt.'s wing, "talking him" along.

With Parker's help Brady made it to home base. Because his hydraulic lines had been shot up, he was unable to close the canopy. Flying at 20,000 feet, he had a chilly ride home.

Brady admits that without Parker's advice, "I might not have made it."

"GREAT BALLS *of fire, it didn't look half that bad from the cockpit", says Lt. (jg) Rip Wilson as he views 37 mm hole in wing*



LT. (JG) *Howard Thayer explains how he guided blinded squadron mate, Ens. Schechter, back to safe landing by voice radio*

FULLY LOADED *with bombs and napalm, F4U-4B takes off from the Essex for strike in Korea; Navy interdiction program pays off.*

PIN-UP *photo of Larrie Thomas, Hollywood actress, gets admiring looks from buddies of Marine SSgt. Frederick J. Proulx*

to the aircraft carrier *Valley Forge.*

At last report, Ens. Schechter is recovering aboard the hospital ship *Repose.* He is in "good shape", thanks to his fellow pilot.

A Continuing Memorial

A small audience of Marines and civilians gathered near Pohang, Korea to dedicate a new memorial.

This memorial is an orphanage for Korean children, victims of the present conflict. A sturdy home and the land upon which it is situated were bought by the officers and enlisted men of the 1st Marine Air Wing. They contributed over $3,500.

Credited for the sponsoring of the orphanage memorial were the chaplains of the Air Wing.

At the ceremony Col. Arthur F. Binney, CO of Marine Air Group 33, promised the Korean people that the Marines would support the home as long as they were in that area.

He advised the board of managers of a Pohang-dong church to plan for the future, and make the orphanage a self-supporting institution.

The Colonel pointed out that Marines had been greatly affected by the plight of Korean children. He stated that the future of Korea depends on the care of those who are little children now.

Colored 'Eggs'

Pilots flying from the escort carrier *Bairoko* were able to deliver gaily-colored bombs to the Communists on Easter Sunday instead of the usual load of dull grey missiles.

Time was hanging on the hands of the aviation gang until someone got the bright idea of painting some special "Easter eggs" for the Commies. Paint pots were broken out in rapid order and the missing colors were mixed on the spot. Each man strove for originality, bringing out color schemes which would have done justice to a commercial artist —brilliant pink, blue, and other pastels with yellow and green polka dots decorated the most lethal eggs any rabbit has been called on to deliver.

A card stuck in the fins of one bomb aptly expressed the sentiments of the *Bairoko*—"Sorry you won't get to admire this before it hits you!"

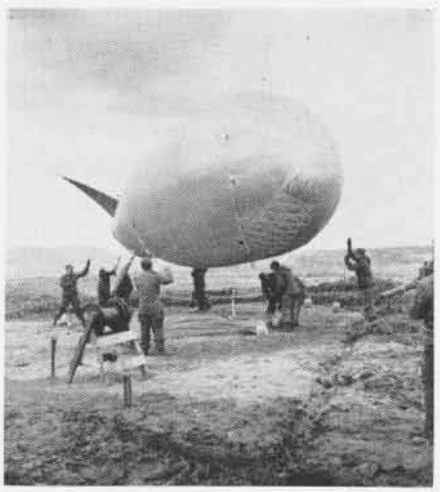
Joins the Fray

The carrier *Bairoko* is no longer the *Hero of Yokosuka Pier A-10.* Long assigned to routine training duties in and out of the Japanese port, the escort carrier joined the Korean conflict after seven years of non-combat activity.

The Marine *Checkerboard* squadron, VA-312, commanded by Lt. Col. Joe H. McGlothlin, launched its first strike on February 17 and followed up with frequent forrays thereafter.

At the end of its first eight days of combat, the *Bairoko* had launched 323 sorties. The scorecard read like this: 100 enemy known killed, 13 gun emplacements hit, 440 buildings destroyed or damaged, 16 warehouses, 17 road and two rail bridges and 38 small craft destroyed or damaged, 14 road cuts made, one small house eliminated and many oxcarts demolished.

MARINE-BUILT *orphanage at Pusan houses the homeless youngsters hit by war's ravages*



BALLOON *crewmen remove sandbags to raise "bag" to mark site of the peace confabs*

SLIGHTLY *bent Corsair of VA-312 is removed from Bairoko's flight deck after accident*

BGEN. FRANK *H. Lamson-Scribner awards "honorary plank" to LCol. A. D. Gould, CO of newly-organized Marine photo outfit, VMP-1*

VOODOO *rainmakers, Capt. Bruchman, Lt. Lynch do a primitive dance which often brought rain, as Col. Luther Moore watches*

MARINE *helicopter pilot Capt. Arthur W. Rawlins spotted deer on Korean hop so venison dinner was arranged for HMR-161 men*

LT. JASPER *of Antietam's dental staff leads men of Jewish faith in Sabbath services when chaplain of that creed is not around*

Something Old

Revival of the old Navy custom of "Plank Owners" highlighted the first "in-the-field" commissioning of a Marine aviation photo squadron in Korea.

After the formal ceremony members of the new VMP-1 marched up to their CO, LCol. A. D. Gould, saluted smartly, and received a small piece of wood known as a plank.

Each plank was numbered and engraved: "Marine Photo Squadron One."

The idea dates back to the days when naval ships were built of wood. When a new ship was commissioned, each original crew member was awarded ownership of one plank in the hull.

It was LCol. Gould, an Annapolis graduate, that remembered the Navy custom and suggested that the Marines, as part of the Navy, were entitled to revive the unique idea.

VMP-1, attached to the 1st Marine Air Wing, has been operating as a unit in Korea since 1950. As a squadron the outfit's size and work output will be more than doubled.

'Voodoo' Brings Rain

When it rains it pours according to a Marine air group at an advanced airfield in Korea.

What is more, the rain comes from a weird and jumpy "voodoo' dance performed by two officers in the group. Flyers Capt. Erwin Bruchman and Lt. L. Lynch learned the primitive dance steps from several South African aviators who were visitors at the base.

The South Africans danced for the Marines and the next day there was rain. The Marines tried the steps with a few variations of their own. Six times in recent months they did the "voodoo" dance. Rain always followed the next day.

Col. Luther Moore, CO of the air group, sent out a special order forbidding the "voodoo" dance. He suspended the restriction for one last ceremony. He attended it as a skeptical observer.

Although the skies were clear and the local aerologists forecast nothing but "fair weather" ahead, the following day after the final dance enough rain came down to cover a good section of the airfield's runway.

Services At Sea

The men of Jewish faith aboard the *Antietam* may be without a Jewish Chaplain but they are certainly not lacking in the observance of the Sabbath nor in celebrating the various holidays.

A congregation was composed shortly after the carrier left San Francisco in September 1951. It includes about 25 officers and enlisted personnel and meets under the guidance of Doctor William Jasper, Lt(jg), Dental Corps.

Since some of the men came from Reform families, some Conservative, and others Orthodox, a major problem was to decide which service to hold.

This problem was soon solved by encouraging a different person to prepare and conduct the service each week. The result is that the service may be Orthodox one week and Reform the next, depending on the man who is conducting it.

The men on the "Flying-A" have

celebrated Rosh Hashana, Sukkoth, and Hanukkah while the ship was at sea. For Yom Kippur the men attended services at the Army Chapel in Yokohama.

Running Rescue

Capt. William Smart, veteran VMA-312 pilot aboard the *Bairoko,* was saved from behind the Communist lines in Korea in as bizarre a rescue as has come out of the war.

While flying over enemy territory, his plane was hit by a slug in the oil cooler and he had to bail out at 2500 feet when his cockpit filled with smoke. His wingman, Capt. Carl Franson, saw him land some distance from the top of a knoll and make his way to a slit trench on top.

Capt. Arthur W. Bauer and 2nd Lt. Russell W. McNutt joined Franson in flying overhead after alerting rescue authorities. Flying low over the hill, Franson saw another man in the trench when the downed pilot entered it. Smart seemed to wave him off.

In a few moments another man entered the trench and the two covered Smart with their rifles. Then all three laid down on their backs and stayed in this position for almost an hour. Smart did not try to wave to his fellow pilots overhead or use his pistol as he might have been shot. The planes were afraid to open fire for fear of hitting him. The Communists did not shoot for fear of retaliation from on high.

Four other planes from the squadron joined the three orbiting overhead and a helicopter came up. The Air Force pinwheel pilot began letting down right over the trench. All three men in it stood up and the two Communists started running up the trench. Smart ran to the other end, climbed out and waved to the helicopter pilot. The pinwheel lowered a rescue loop. Smart grabbed this on the run and was hoisted to safety, thus ending the strange stalemate of arms.

Big Haul

It isn't often that fliers searching for Korean targets can find 10 enemy tanks all bunched together in one spot.

Headed for a target on the western sector of the battle zone, Marine Maj. Jay W. Hubbard's *Checkerboard* flight was diverted to the opposite coast when the tank concentration was spotted. Hubbard flew through intense small arms and automatic fire to spot the tanks' positions, then called down his flight of tank busters for an hour-long attack. Ten tanks were destroyed and two more damaged plus 15 buildings and an ammo dump.

Swedish Stars

A recent visitor with the First Marine Air Wing was Swedish Capt. Eric Reinhold-Asp, chief of supplies for the Swedish Red Cross in Korea.

Because of his insignia many of the Marines were "shaken up". He wears two stars on his shoulders, designating his captaincy, but to the Marines they might have been the stars of a major general in the U. S. forces.

His host, Marine Capt. Carl O. Haroldson, says that "everywhere the Captain went, people were snapping to attention, not at all sure of exactly what was going on."

The Swedish officer was Haroldson's guest for several days. Haroldson was born near Falkenberg, Sweden and still speaks the language.

Capt. Haroldson is a transport pilot at an advanced air base. He took his visitor on several flights close to the front, allowing Capt. Reinhold-Asp to get better acquainted with both the air and infantry Marines.

Haroldson believes that his friend will give the Marines a booster back in Stockholm. "Also," added Haroldson, "plenty of Marines won't forget him or the stars."

Teamwork Pays Off

A British cruiser and a U. S. Marine pilot joined Easter Sunday to destroy a target in North Central Korea and demonstrate the close coordination possible between surface ships and aircraft.

1st Lt. Timothy J. Keane and Capt. John Kapowich on an interdiction strike off the *Bairoko* spotted a number of troop shelters built in the hills south of Pungchon.

Both Marine *Checkerboard* fliers immediately expended their ordnance load of bombs and rockets on the area to destroy four of the shelters and damage three others.

Lt. Keane then contacted the British cruiser lying off shore some 12 miles from the target and offered to act as air spotter for a bombardment.

It was old stuff for Keane, who spent several months with the First Marine division early in the war as a forward air controller, and his previous training paid off. From the first bearing given by the Marine, the *Belfast* was able to lob the first shell in only 2000 yards off target and this from 12 miles.

Two more slight corrections and then from Lt. Keane to the cruiser: "Fire for effect", for the cruiser then was dead on the target area. The *Belfast* fired about 72 rounds of 6" ammunition, in salvos of three, to litter the ground with 13 more known enemy dead.

BRIGHT *stars on shoulders of Swedish Red Crosser Asp startle Marine Capt. Haroldson*

FLT. SGT. *Bill Middlemiss, Australian Air Force, gets F2H checkout from Sgt. Nickell*

WEARING *his exposure suit, Thomas E. Merritt, gets Air Medal for helicopter work*

JOURNALIST *Thornberry of Bairoko interviews VA-312 mascot held by the skipper*

OLDEST AVIATOR FLIES IN F3D

'GRAMPAW' MONTEE, CENTER, TELLS OF JENNY-FLYING AS BGEN. MEGEE, LCOL. SCOTT LISTEN

GRAMPAW Pettibone's living counterpart, the nation's oldest active licensed pilot and a leader in flying safety, went for a ride in an F3D jet at the Marine Corps air station at El Toro.

He was James W. "Dad" Montee of Los Angeles, 89 years old and still flying. As he climbed into the cockpit of the *Skyknight,* it was as though *Grampaw Pettibone* himself had come to life.

Montee, although he did not solo until he had reached the age of 60, is recognized by the Civil Aeronautics Administration as one of the great pioneers of the aviation industry. Born in a little log house at Macomb, Ill., during the second year of the Civil War, Montee is probably the first man to convert a biplane to a monoplane. The grand old man of aviation also constructed the planes which won first and second prizes in the National Air Races at New York City in 1925.

But it is Montee's record as a persistent champion of air safety regulations which draws the strongest parallel between *Grampaw* and Montee.

It was in 1922 that Montee soloed in a Curtiss Jenny 4-JN-4D. As he continued with his flying, he became more and more aware of the need for legislation to discipline the infant aviation industry.

The Army was in sympathy with his ideas on the safety subject, and on his 64th birthday Montee was flown to Mitchell Field, N. Y., in a then-new Douglas O-2. It was during this safety conference there that Montee became acquainted with air-minded Senator Bingham. In spite of his 64 years, Montee told the senator he felt that no man should be allowed to fly until he had passed a physical examination by a competent doctor and both an oral and flight test by a competent authority.

The pioneer champion of safety also urged that legislation be enacted restricting pilots with less than 50 hours from carrying passengers, and setting 200 hours as the minimum requirement for flight instructors.

In the spring of 1927 the Congress of the United States passed the air safety legislation virtually word for word as Montee had related it to Senator Bingham.

"Grampaw" Montee has religiously followed the laws predicated by his own survey of early-day aviation. Since receiving his pilot's license—which never has lapsed—Montee has logged more than 4,000 hours in 41 different types of aircraft without, as he terms it, "scratching a plane or injuring a person."

Shortly after his 89th birthday last October, which he celebrated by taking his daughter, granddaughter and great-grandson for a flight over Los Angeles, Montee decided it was high time he had advanced to a jet.

The odd request from the one-time Dodge City, Kansas, stagecoach driver, was relayed via channels from the Commanding General at El Toro to the Commandant of the Marine Corps and then on to Chief of Naval Operations. CNO approved the request of the pioneer, with the provisions that Montee waive government responsibility and pass an examination by a flight surgeon.

So, on April 1, at exactly 1400, with MGen. Vernon E. Megee, Commanding General of AirFMFPac observing the historic event from the El Toro flight line—"Grampaw" Montee slid into the F3D cockpit alongside LCol. Jack B. Scott, exec of VMF-542.

Mixed emotions were marked on the faces of the curious onlookers as the *Skyknight* roared off the deck, carrying America's true *Grampaw Pettibone* to complete his historic cycle—from Jenny to Jet.

FLOBERG

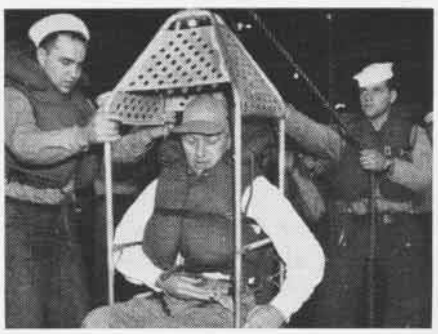
(Continued from Page 5)

take off and land aboard the *Midway* during its carrier qualification tests.

It is believed that he is the first Assistant Secretary of the Navy for Air to make either a solo carrier landing or to jump from a plane with a parachute. Out of his six predecessors, four were pilots in World War I--Edward P. Warner, David S. Ingalls, Artemus L. Gates and Dan A. Kimball, now Secretary of the Navy. Ingalls was the Navy's only ace in that war and Gates the first Reserve pilot in the Navy. Both won numerous medals while flying with the RAF. Other former secretaries, who were not pilots, were John L. Sullivan and John Nicholas Brown. Sec. Kimball took Air Force flight training with Gen. Doolittle and has piloted his own *Navion* in recent years. Former SecNav James Forrestal was a Navy pilot in WWI but so far as is known made no parachute jumps. Since the Navy had no carriers in those days, no landings aboard were possible for him or other pilot-secretaries.

Sec. Floberg in World War II was a commander of surface vessels. To fit himself better to fulfill the duties of Secretary of the Navy for Air, he perfected his flying ability to the point where he was ready to try his hand at carrier landings.

Prior to making the parachute jump, he did not tell anyone of his plans, even his wife, for fear someone would try to dissuade him from making the leap, a feat few pilots care to tackle voluntarily.



VOLUNTEER *for a breeches buoy transfer at sea is Asst. Sec. of Navy for Air, Mr. John Floberg. SecNav made a round trip between two ships from aboard the USS Wasp. He visited the carrier during final exercises on her shakedown cruise.*

CATERPILLAR BROUGHT BY AF C-47 MAKES RUNWAY FOR STRANDED C-54

McHALE, HOSTETTER, SKIJUMP I VETERANS, EXAMINE BROKEN R4D PROP

NAVY MEN CHALLENGE ARCTIC WASTES

THE NORTH Pole, scene of Commodore Peary's triumph, is still a challenge. Only three times in the history of exploration have men stood on the top of the world—Peary's party did it in 1909; a small Russian expedition, in 1937; and now in 1952, Air Force men have done it again.

Peary and five of his men explored by the old step-by-step, dog team route and made it. Papanim, the Russian, and three other men went the modern way, by air, and landed at the Pole.

On 3 May, LCol. William P. Benedict flew his ski-wheeled C-47 to the North Pole and landed there. His copilot was LCol. J. O. Fletcher, head of the Air Force outpost on Ice Island T-3, 135 miles from the Pole. Members of the party spent three hours, ten minutes there gathering data before they took off southward.

Earlier Navy had made its bid. On 5 April, 24 Navy men aboard two *Neptunes,* units of *Skijump II,* made their bid to stand at 90° N where the only direction is south.

In *Operation Skijump I* last year and *Skijump II* this year, Navy men have found the Arctic, even with the very latest airborne equipment, a thrill-and-chill game. Snowy wastes, sub-zero temperatures, high velocity winds and uncertain surfaces make the Arctic formidable, perilous and unyielding.

A year ago *Skijump I* opened up possibilities for extended operations and research in the Arctic area. Ten men were on that expedition. This year there were 34, and the scope of the project was expanded. Four members were veterans of the expedition last year.

Skijump II had its dramatic and heartbreaking moments: the pivot plane of the expedition, a veritable flying laboratory, had to be abandoned, and of the two P2V's left to the operation, one was stranded after landing on T3 and had to wait for another engine to be flown in, while the other made its way to Thule, Greenland.

The staff and equipment for *Skijump II* reached Point Barrow, America's most northern settlement and site of the Arctic Research Laboratory, the 12th of February. The laboratory is operated by Johns Hopkins University under contract with the Office of Naval Research. From 12 February to 11 March every preparation for research and Arctic operations was made.

While the whole *Operation Skijump II* was infused with the thrill of invading the fastnesses of the far north, the scientific purpose of the expedition was primary. Planned by the Geophysics Branch of the Office of Naval Research, the project was equipped with one R4D and two P2V *Neptunes* to obtain oceanographic, meteorological and geophysical observations.

The R4D, the workhorse of the oceanographic phase, was as completely equipped as if it were a permanently housed unit. Three scientists came from the marine laboratory at Woods Hole, Massachusetts: L. V. Worthington and J. F. Holmes, oceanographers, and Mrs. Holmes, a chemist, who did work for the expedition at Pt. Barrow. Leading Navy scientists in charge of the project were Gordon Lill and William V. Kielhorn of the Geophysics Branch, Office of Naval Research.

Three engineers from Lockheed were on the expedition to study aircraft and engine performance in the Arctic.

From the 11th to the 27th, five oceanographic stations—Numbers 1 to 5 on map—were occupied at points north of Pt. Barrow. Some of the time the R4D remained at the stations to complete special studies.

Everything went smoothly—polar bear tracks were sighted, but no bears; an Arctic fox was shot at Station 1, 400 miles from the nearest land; temperatures went as low as 40° below zero, and snow fell at —27°. When the very first station was occupied, Mrs. Holmes went out with the expedition, returning in the P2V. This made her probably the first woman ever to be landed on a polar ice cap.

But the calm tenor of Arctic days to which there seemed no end was not to continue. With the establishment of the fifth deep water oceanographic station, 450 miles from the Pole, data of another kind were quickly collected and chalked up to experience with a capital E.

On 27 March, the Navy's "Flying Lab" was taxiing for a take-off toward the sixth station it would establish when the ski landing gear hit a soft snow ridge and collapsed, stopping the plane with one of the wings flush in the snow.

AS HE REACHED for the crash bar to cut the ignition switches, plane commander LCdr. E. M. Ward, shouted, "CRASH! BAIL OUT!" Crew Chief H. P. McHale was the first to reach the after hatch, only to discover the door handle was broken. He grabbed a fire extinguisher and climbed out the escape hatch. The Chief ran forward to see if the engines were afire while Mechanic G. C. Hostetter dived through the escape hatch to unlatch the door from the outside.

The engines were not burning, and by the time McHale came back to the after hatch, the crew was pouring out, complete with survival gear.

HERE R4D 'FLYING LAB' MAKES A TEST RUN AT STATION 5 PRIOR TO DISASTROUS CRASH WHICH ENDED HYDROGRAPHIC PHASE OF SKIJUMP II

Everything came out at once—food, clothing, heaters, tents and more food. Within a minute and a half after the crash, every man was standing with his survival equipment about 60 feet from the plane. To the nine men—Navy and two civilians—marooned a little over 400 miles from the North Pole, it must have seemed to them as it did to their leader, LCdr. Ward, that the Arctic was some watchful demon awaiting its prey, for he had wired Pt. Barrow headquarters, "One large R4D caught in trap today."

The "Flying Lab" was really caught. In addition to landing gear repairs, it would have required a new wing, engine and propeller. Time, effort and money to repair this WWII veteran would far exceed the worth of the plane. The oceanographic phase of the expedition was over. For the moment, there was nothing to do but wait—and shovel. Ruts had to be smoothed over and the snow packed down if one of the P2V's was to get to them.

So carefully planned was the expedition that there was no panic at the thought of spending some time on sea ice. There was plenty of food on hand. Extra clothing was available.

Seventeen hundred miles south, on Kodiak Island in the Gulf of Alaska, this problem was being swiftly solved. Cdr. V. J. Coley, officer-in-charge of *Skijump II*, had flown his P2V there for repairs of FASRon-114 preliminary to going out on the ice cap for the nine men.

Once his plane was in condition, Cdr. Coley flew to Pt. Barrow on Saturday night, March 29, and took off at 0800 the next morning to pick up the stranded men.

He brought the P2V down beside the crippled R4D early in the afternoon. His welcome was an enthusiasic one. Everyone loaded survival gear, scientific equipment and the highly valuable samples and data into the P2V. Included in this was a $6,000 gyro compass especially designed for navigation at high latitudes.

Cdr. Coley brought the rescuing *Neptune* safely back to Pt. Barrow even though the P2V had crashed a ski on landing at Station 5 where the R4D had been abandoned.

Just six days later, *Skijump II* fliers challenged the Arctic again. With a roar of jato bottles and a swirl of snow, the two *Neptunes* with 24 men aboard left Pt. Barrow for the North Pole at 1630, April 5. Heaviest planes ever to attempt ski landing, they needed jet take-off because of their tremendous gasoline load.

For the first time since *Operation Skijump II* had been launched two months before, all signs appeared in the Navy's favor. Crisp clear sunshine beamed down from a blue sky flaked with cirrus clouds at Pt. Barrow. With weather reports indicating 10-mile visibility at the Pole itself, the two patrol bombers sped on the first leg of their journey, an estimated six-hour jump over the ice to T3.

THE CONTRAST between Peary's fight to reach the Pole in 1909 and the flight this year is inescapable. While air flight is immeasurably easier, the trip to the Pole is still a highly hazardous undertaking.

It took Peary 10 months to get into position for his dash to the Pole. He took the USS *Roosevelt* to Cape Sheridan on top of Ellesmere Island off the northwest corner of Greenland. His captain described the vessel afterwards in these words: "Mixed up with the coal were 70 tons of whale meat and 246 dogs all fighting and screaming, the dogs, I mean. In addition we had 49 Eskimos and the blubber of 50 walruses. . . . To my dying day, I shall never forget the frightful noise, the choking stench and the terrible confusion that reigned aboard her."

In contrast, 44 years later, Cdr. Coley was able to move into position at Pt. Barrow in a six-hour flight from Kodiak, where FASRon-114 put his two ski-equipped P2V's in shape. Peary had to bribe Eskimos to accompany him from his base at Cape Columbia with such tempting items as a boat, 10 Winchester repeater shotguns, tobacco, numerous knives, etc. Coley's problem was the reverse. So many wanted to go that he started on *Skijump II* with a hand-picked crew, many of whom had had

STAND WAS FLOWN TO FLETCHER'S ICE ISLAND

previous Arctic flying experience.

The North Pole was Commodore Peary's life. As he put it after his achievement, "My life work is accomplished. I have got the North Pole out of my system after 23 years of effort, hard work, disappointments, hardships, privations, more or less suffering and some risks."

But by 1952, planes were flying over the Pole so frequently that the Pole seemed a landmark rather than a life achievement. RAdm. Richard E. Byrd had opened up that development when he flew over the Pole with Floyd Bennett in 1926.

Flying over the Pole is not the main problem today; landing on it is. The Arctic can look smooth, but underneath its snowy frosty cover is all too frequently a deep, sharp, icy rut that shatters landing gear. (This is what made the Air Force landing on 3 May such a great achievement.)

The Pole cost Peary eight frost-bitten toes and over 20 years of his life. Today it is still a problem in operations, but nothing like Peary's. Once Peary made the last mile to the Pole he had to criss-cross sufficiently to make sure that he would pass over the exact spot. In 1909 there were no special gyro compasses built for Arctic operations.

The Navy's drive to the Pole which began so favorably April 5 bogged down at T3, a small Air Force weather outpost. According to plan, the two P2V's stopped there enroute to the Pole. Engine trouble developed and it was necessary for one P2V to have a new engine. The other P2V took off and landed at Thule.

On 18 April, an Air Force C-54 brought in an engine. To make a runway capable of holding this largest plane ever to land on the polar cap had been a tremendous undertaking.

An eight-man engine crew from FASRon-114 had arrived a few days earlier. Together with the Air Force inhabitants at *Fletcher's Island*—so named for LCol. J. O. Fletcher — they had worked night and day to build the runway. After they had tried to dig a small runway, the Air Force delivered a caterpillar tractor, sending it in on a ski-equipped C-47. Then the force really made headway.

When the C-54 landed, it rolled only 200 feet before coming to a full stop and yet did not wreck the landing gear! This is remarkable in view of the fact that 1800 feet would be considered a short run for the big plane. Aboard it had 13,500 pounds of equipment, including the engine and the engine stand as well as a 750-lb. prefabricated and two gasoline aircraft heaters.

Without a hangar, exposed to the extreme sub zero temperatures, there was a question as to whether the complete engine change could be successfully made. Under normal conditions in a warm hangar, it takes eight men three days to change an engine. Yet Lt. Tom E. Trotter and his seven men performed the task on the exposed ice in only three and a half days! It was an outstanding feat of skill under dramatically adverse conditions. At one point during unloading the new engine fell 10 feet onto the hard-packed snow without damaging it.

COLEY FLEW P2V AFTER EPIC ENGINE CHANGE

On 23 April LCdr. Coley took off and returned to Fairbanks via Thule. The flight to the Pole itself would have to be deferred to some other expedition.

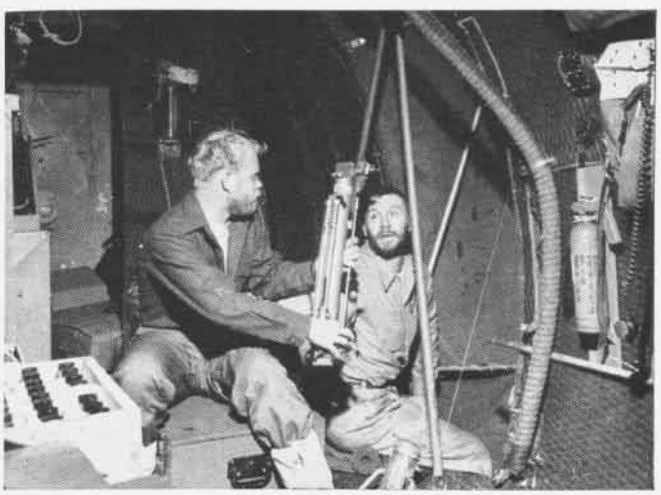
On the second of May, both P2V's were back where they started from in Feburary—Patuxent River.

SKIJUMP II had accomplished its primary purpose: to collect data that could be used in the future. The five deep sea stations for oceanography brought to light many significant facts.

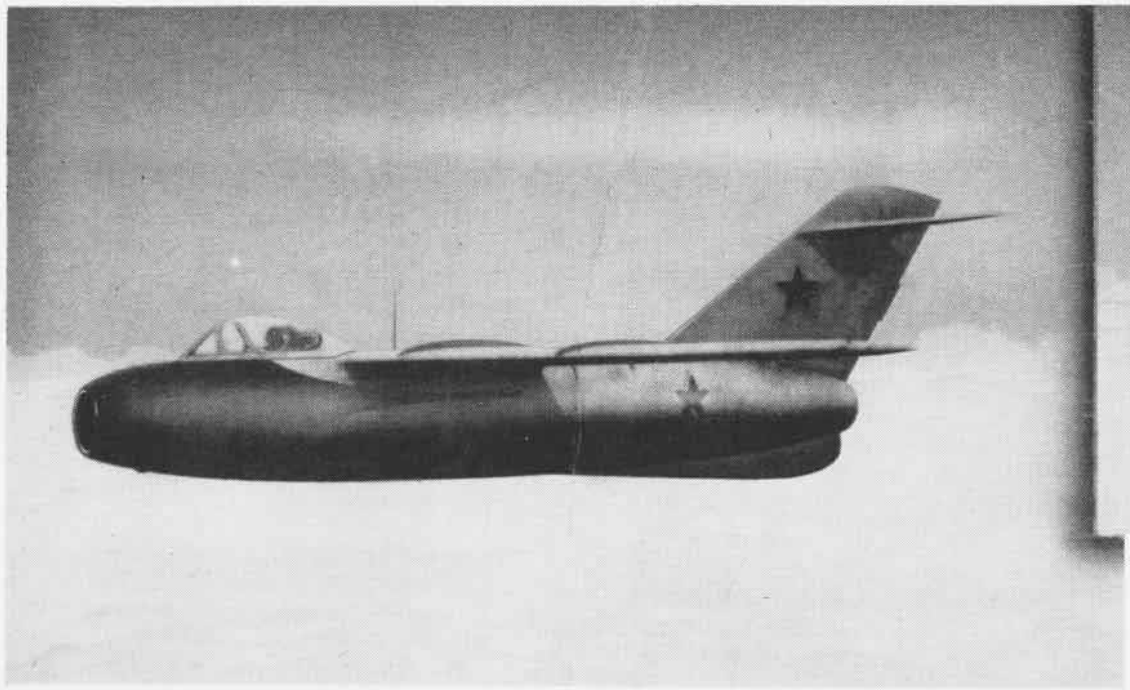
It is clear that the development of the P2V ski configuration by the Navy and the Lockheed Aircraft Corporation has been in the right direction. The 30-ton *Neptune* has become capable of practical operation under conditions that would have been impossible when the ski evaluation work first started.

The great obstacle course of the north is still one of the toughest on earth. *Operation Skijump II* was an achievement. It pushed the border of man's scientific knowledge northward.

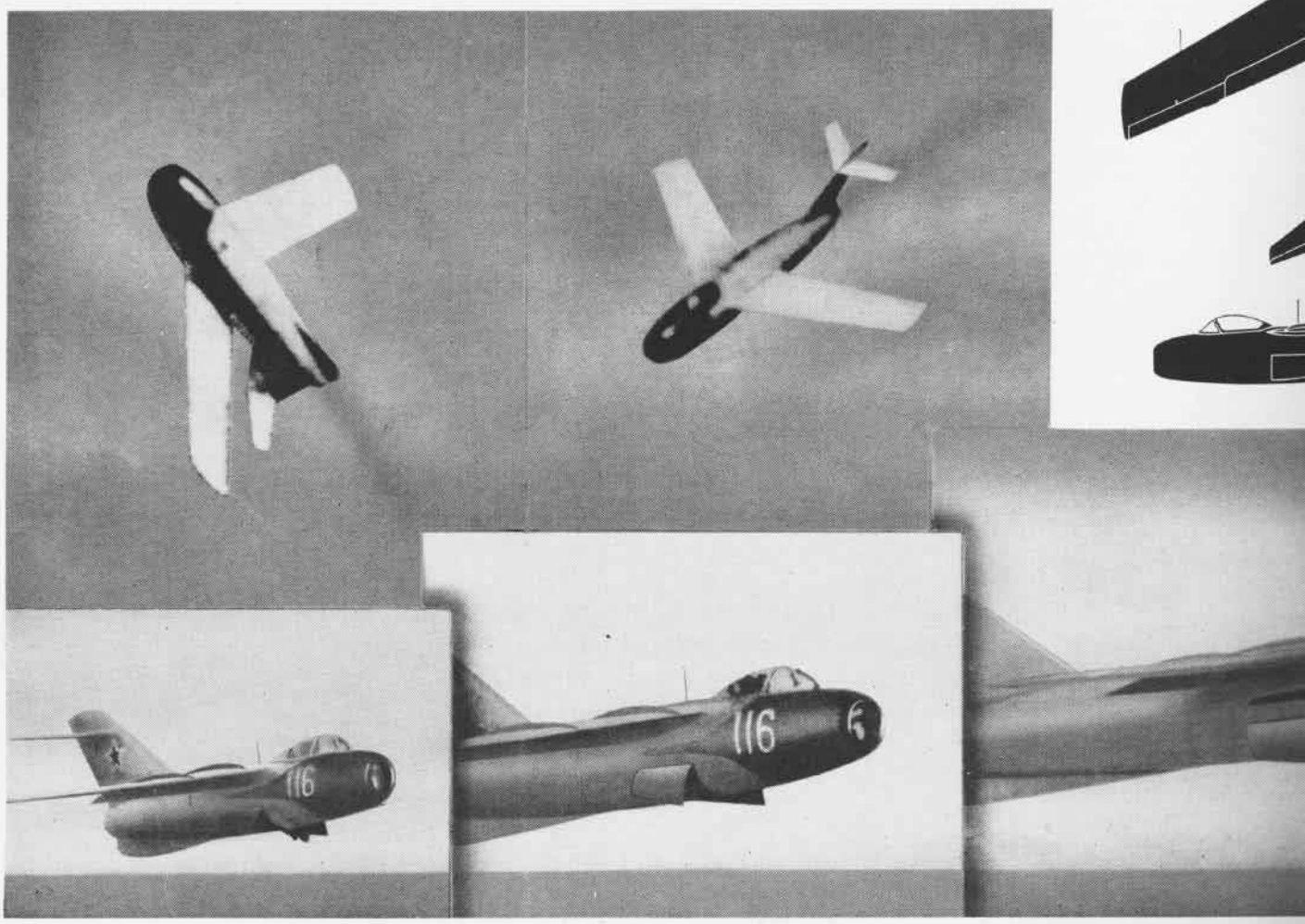
HERE ARE NINE STRANDED MEN IN FRONT OF R4D THEY HAD TO ABANDON

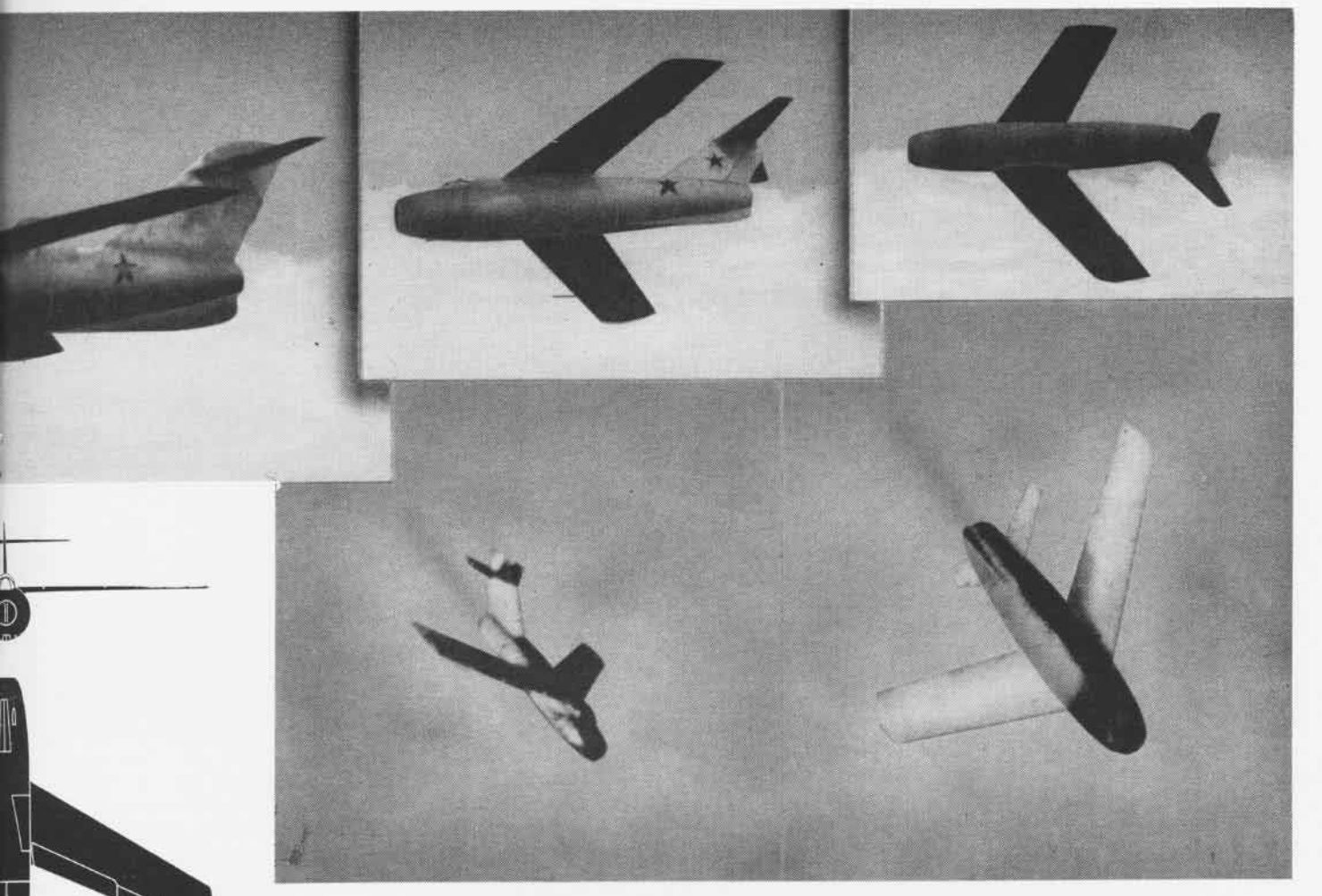


LT. R. B. MORGAN (LEFT) HANDS NANSEN BOTTLE TO VAL WORTHINGTON



LAVOCHKIN JET FIGHTER





A newcomer in the Communist fold in "Mig Alley" of Korea is a high-wing jet, which may be this Lavochkin jet fighter. Because of its high, thin wing, landing gear apparently is housed in the fuselage, as shown in the series below. The tail fin is not quite so swept back as in the Mig-15 and a fin under the fuselage is a good recognition feature, as is the high wing. *Photos courtesy British Joint Services Recognition Journal.*

FIGHTING 'SHOWBOAT'

This is the third in a series of brief carrier histories and takes the USS Philippine Sea through her first tour in the Korean conflict.

THE SECOND carrier in the Korean conflict, the *Philippine Sea,* is living up to her fighting name, memorial to two great naval battles in 1944. Five days after her arrival in Buckner Bay, Okinawa, on 31 July 1950, she was sending her fighters against the enemy.

Making her debut after World War II, the *Philippine Sea* was put in commission in 1946. Very shortly she embarked upon a series of tours, an appropriate introduction to naval society for a fighting lady.

She stepped into her starring role as flagship of RAdm. Richard E. Byrd and rendezvoused with *Operation Highjump* at Antarctica 2 January 1947. On the 29th of the month, Adm. Byrd and his party were flown from the *Philippine Sea* to make their polar explorations. It was the first time R4D's had ever been launched from a carrier.

Returning to the United States the end of the year, the big carrier operated in the Atlantic and the Caribbean. Early in 1948 with Air Group Nine aboard, she headed for the Mediterranean to join Adm. Sherman's Fleet.

Flying the flag of ComCarDivFour, RAdm. Ralph Jennings, the *Philippine Sea* carried out the diplomatic task of showing the American ensign in France, Greece, Tunisia and Sicily, and the men learned something of foreign finance. After visiting Tangiers, they reported the lesson this way: "We changed pounds for francs, francs for lires, lires for drachmas, drachmas for pounds, and in the end, we had bought nothing, but had lost $11.50."

The end of 1948 found the *Philippine Sea* exploring the lower rim of the Arctic Circle in cold weather operations designed to test equipment.

In January 1949, she was off to the Mediterranean again with Air Group Seven embarked.

Early autumn brought the ship once more into the Caribbean, this time with CVG-1 aboard. Later she went to Quonset Point, but as spring approached, she went to the Caribbean to make demonstration cruises with guests of the Secretary of the Navy—the Armed Forces Industrial College, the Air War College and the Armed Forces Staff College. As host to VIP's and guests from other services, the *Philippine Sea* won the sobriquet of *Showboat.*

On 31 May 1950, the *Phil Sea* passed through the Panama Canal, her officers and men little dreaming that she was on the first leg of her journey into battle.

By 31 July, she reached Buckner Bay and joined the *Valley Forge* which had been the only U. S. carrier in the opening weeks of the Korean conflict.

On 5 August, as flagship of RAdm. E. C. Ewen, ComCarDiv One, the *Philippine Sea* became a fighting lady in fact when she launched her first strike.

From that day to the 13th of August, the *Phil Sea* conducted combat flight operations against enemy forces that were trying to break through the United Nations' Pusan perimeter lines. From the 16th to the 20th of August, carrier fliers gave air support to the UN ground forces and bombed key bridges in the Seoul area. One bridge that went was the Han river bridge, the destruction of which was called for by the Supreme Command.

FROM THE start, aggressive attack characterized the fighting record of the *Showboat.* Strike after strike, her airborne forces sent down a rain of bombs. As many as 140 strikes a day were launched from her decks by CVG-11.

In her cruise book, the *Philippine Sea* bills Inchon, the big landing in September, as the place "where the impossible didn't take any longer," and reports "Adm. Ewen's End Run" as follows:

"The *Showboat* played a major role in the first Korean amphibious operation. In the days before D-Day, it was our job to search out and destroy all enemy troops in a position to relieve the Seoul garrison. Our pre-invasion sweeps and strikes kept the North Korean reserves pinned down away from the invasion area, and made nearby airfields inoperative.

"When the Marines stormed the beaches at Wolmi-Do and fought their way into Seoul, our planes furnished close support. Time after time we hit road blocks and other strong positions within a stone's throw of our advancing troops, without any 'friendly' troops being hurt. This was close support in the true sense.

"The successful invasion, plus the occupation of strategic points immediately afterwards, trapped hundreds of thousands of enemy troops along the 'Pusan Perimeter.' It was the Commies' turn to fight for their lives."

Two months later the Chinese Communists surprised the

FLIGHT DECK CREWMEN WALK BETWEEN PLANES PRIOR TO KOREAN STRIKE

PANTHER JETS ARE COVERED WITH SNOW WITHIN ONE HOUR OF TAKE-OFF

U.N. ground troops with a smashing drive south, down the middle of the peninsula. Planes from the *Phil Sea* dived through snow and sleet to hold back the Red hordes.

It was a red letter day for the carrier on 9 November when LCdr. W. T. Amen, CO of VF-111, flying a *Panther* jet shot down the first MIG-15 jet fighter ever to check out at the hands of a US Navy pilot.

Battle Report, Vol. VI, describes it this way: "The *Philippine Sea's* decks resembled Mardi Gras and New Year's Eve when the first jet landed with the news that Tom Amen had knocked off a *Mig.* There hadn't been anything comparable to this since World War II. The Admiral would write a citation and the cook would bake a cake."

The Marine Corps has participated in hundreds of history-making battles, but their midwinter drive from the Choshin Reservoir to Hungnam will be one of the most famous of her stubborn, valiant, battle-starred career.

Throughout the long retreat from the Yalu river, the *Philippine Sea's Panther* jets, *Skyraider* attack bombers and *Corsair* fighter planes blasted the path for the trapped Marines. Hill after hill was cleared all the way to Hungnam where the *Phil Sea* and other carriers of Task Force 77 sent up a virtual aerial umbrella. Hundreds of carrier planes swarmed over the tiny evacuation perimeter from which 150,000 troops and civilians came to the sea.

Putting into Yokosuka Naval Base, Japan, in late March for rest and repair, the *Philippine Sea* exchanged Air Group 11 for Air Group 2 from the *Valley Forge.* CVG-11 had earned the trip home.

From the Sea of Japan in April, the *Philippine Sea* led Task Force 77 and other elements of the Seventh Fleet down through the Formosa Strait and the South China Sea.

In the Formosa Strait, planes from the *Showboat* paraded over the China mainland and the island of Formosa in an attempt to bolster Formosa's will to resist. The force steamed back to Korea three days later, in time to provide close air support to the ground forces.

Every Red offensive of the spring of 1951 brought to the enemy staggering losses in men and equipment, and the *Showboat's* planes did their part.

THE BIG carrier could look back on its ten months in the Korean theater with great pride. She had been away from her home port of San Diego for 342 days, just 23 days short of a full year. During this period she had been underway a total of 261 days and steamed over 104,736 nautical miles, approximately 4 1/3 times around the world.

Her planes had flown over 12,000 sorties. They had delivered the heaviest ordnance load ever flown from the deck of an *Essex*-class carrier and launched the heaviest ordnance load ever carried in combat with a single-engine airplane.

Racing home from the Korean war, the *Philippine Sea* set a new Pacific crossing record, breaking the *Boxer's* mark by five and a half hours. The *Showboat* made the run from Yokosuka to San Francisco in 7 days, 13 hours.

With a gigantic homeward bound pennant waving astern, the *Philippine Sea* steamed under the Golden Gate bridge at 12 noon on 9 June 1951.

In presenting a report for the archives of the U. S. Navy, it is pointed out that the men of the ship and its embarked air groups "feel they have performed exceptionally valuable and enduring service in the present conflict." There follows another sentence: "The pardonable pride of these officers and men in their accomplishments is fully shared by the Commanding Officer."

1000-LB BOMBS ARE READIED FOR LOADING ON DOUGLAS SKYRAIDERS

ROBINSON, AO2, WHEELS 100-LB BOMB PAST PARTIALLY-LOADED F4U

FIRST *man in US Navy to wear stripe of Warrant Journalist is William J. Tebbetts, NAS, Alameda. The rating marks the beginning of Ship's Clerks designated for public information specialties. Capt. Major, CO of VR-2, congratulates Tebbetts.*

Unique Salvage Carried Out

Copters Airlift Another From Mud

While returning from a troop-carrying maneuver at Camp Lejeune, a Cherry Point helicopter ended in the mud flat after it developed engine trouble. Helicopters were called into play after an amphibious tractor from Camp Lejeune bogged down while trying to reach the crash.

Capt. James Godbold, flying one of the two copters used for the salvage, hovered over the wreck and dropped swamp boards which were made into a platform on which he landed. Later a sturdier landing strip was made of steel marsh mats.

The wreck was first stripped of small parts which were loaded into one of the copters and flown back to Cherry Point. The next day a ten-man salvage crew resumed work. Doors, windows and similar pieces were flown out.

The first direct lift picked the rotor head free from the transmission and flew it to a nearby island where it was loaded in a wire basket. The next lift carried off the 350-pound rotor transmission. Remaining portions of the tail cone and engine were then detached.

The crucial air lift was the one which involved the "bathtub" hull, estimated to weigh 1500 pounds stripped. It was rigged with ⅜" steel cable, leaving some slack to be lifted by the hook of the lifting copter. Within 65 seconds after the hook had been fastened on the cable, the hull was carried from its muddy bed to the nearby island. The 300-pound engine was easily moved to dry land. The last lift was the broken-off portion of the tail cone.

The wreck was carried from the island to the air station by barge.

3 New Squadrons of Marines

Miami Sees Commissioning Ceremonies

MCAS MIAMI—Three Marine units were commissioned here in April, joining VMA-31 of the newly-created Third Marine Aircraft Wing.

Col. Freeman W. Williams, commanding officer of the 3d MAW, commissioned the new squadrons, with LCol. John P. Newlands, CO of MAG-31, witnessing proceedings.

Capt. Chalmus H. Jones is commanding officer of the new VMA-331 and Capt. Willard C. Olstn VMA-332. 2nd Lt. David C. O'Meara heads Marine Ground Control Intercept Squadron 8.

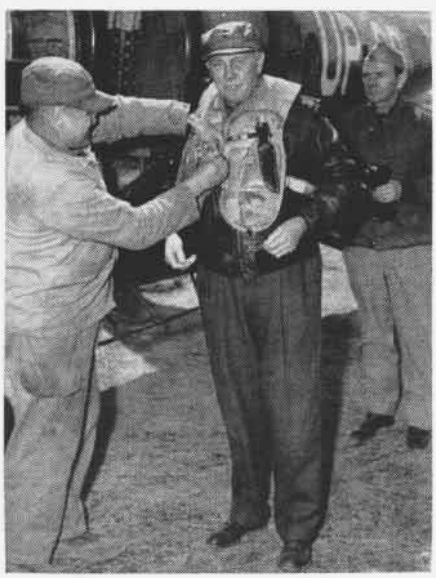
Survival Training Assured

NAS Quonset Gets Survival Facility

An aviation survival equipment display and lecture facility has been established in the Aviation Training Aids Unit at NAS QUONSET POINT.

This survival training setup provides squadrons whose equipment supply restricts their breaking open survival kits for instruction purposes an opportunity to become acquainted with the latest equipment. Procedures for all phases of survival may be studied and demonstrated under the direction of the squadron survival officer.

All types of survival equipment are appropriately displayed, tagged and labeled for identification and use. A separate room is utilized for conducting lectures and showing training films. A well-equipped survival library completes the requirements of this facility.



MSGT. *George E. Buss, helicopter mechanic with MAG-12, will long remember the time he helped buckle the Secretary of the Navy into his Mae West. On a tour of Task Force 77 and the Far East naval activities, Secretary Dan A. Kimball used a helicopter to hop between ships of the task force*

EVER HEAR *of an LSO with one eye? Take a look at the photo above, of Capt. Harry G. Robinson of V MA-312 waving the paddles on the Bairoko off Korea. He suffered a slight eye injury while on a combat mission when an explosive bullet shattered his canopy. He went back to his primary duty of being the Checkerboard squadron's LSO.*

BUAER Announces Contracts

Small Business Awarded $353 Million

Small business is participating in Navy aeronautical production to the amount of $353,351,358.

BuAer announces that during the first eight months of the 1952 fiscal year this total was awarded to small companies for contract services.

This amount reflects only the dollar value of prime contracts and does not include large sums of money which reach the small companies via subcontracts from airframe and engine manufacturers.

The total is more than a two and eight-tenths increase over the $123,408,834 total awarded to small business in the entire fiscal year of 1951.

RAdm. Thomas S. Combs, Chief of BUAER, says that every effort is being made to insure that small business is given a fair chance to participate in Navy aeronautical production. BUAER carefully screens each contract under consideration to determine whether or not a small business concern could handle any portion of the contract. This vigilance accounts for the steady increase of small business awards.

However, small companies—Defense Department defines them as those companies with fewer than 500 employees—desiring defense work do not automatically get it. All business concerns, large or small, must prove that they have the technical *know-how;* that they are in a position to deliver completed items on schedule; and that they can produce at a fair competitive price.

● NAS GROSSE ILE—Eight former members of VMF-251, now in Korea with VMA-121, "Wolf Raiders", were awarded the Air Medal.

MOVING DAY COMES OFTEN

How would you like to move your household goods nine times in three and a half years?

Navy men are accustomed to changing duty stations every two years or so, but consider the plight of the staff of the Commander, Seventh Fleet, which has changed ships nine times since August 1948.

During that time the admiral and his staff have served aboard the *St. Paul, Helena, Toledo, Rochester, Missouri, Philippine Sea, New Jersey, Wisconsin,* and *Iowa*—cruisers, battleships and aircraft carriers. The latest move saw VAdm. Robert P. Briscoe and his staff transferred from the *Wisconsin* to the *Iowa* in Yokosuka Bay, Japan on 31 March.

Despite the now almost routine nature of the moving, it's a tough job requiring much advance planning and actual hard work. Long in advance of a relieving ship's arrival in the Far East, detailed measurements and space requirements are worked out and sent to her. This gives the ship time to prepare room for her new flag.

Then as the big day approaches, the staff goes into a beehive of activity, marking, packing and checking the volume of equipment required by the staff in its work. Marking tags are issued for hundreds of pieces of equipment—safes, filing cases, typewriters, dishes, and boxes of files, technical tools and materials.

Virtually everything used by the staff —from paper clips to the admiral's dishes, from pencils to mimeograph machines—is prepared for the move. Boxes and crates are obtained from the ship's stores and each department packs its own gear.

Meantime, the two ships arrive in the designated port for the transfer. Working parties carry various items back to the fantail, a large flat barge is brought alongside, crane operators take their stations and the move begins.

Men move almost like robots, as they have made the transfer before and are familiar with the many detailed tasks required. Finally, all the gear is loaded into the barge and carried to its new home.

After the transfer comes the long, difficult and complex chore of reassembling and setting up the material to go to work again. It is like moving from one home to another, but on a scale that would terrorize the average householder.

Jet Simulator Is Developed

Navy fliers of the future will fly a carrier-based jet fighter at altitudes of more than 40,000 feet in all kinds of weather without ever leaving the deck of the ship.

The 2F9 stationary flight simulator, developed by the electronics division of the Curtiss-Wright Corp., Wood Ridge, N. J., has been designed to simulate the conditions in a real jet aircraft. The cockpit of the 2F9 is a replica of the *Banshee,* a twin-jet fighter operated by the Navy.

The pilot of the new jet trainer will be able to co-ordinate his flying technique with his teammates, practice flight problems and undergo pre-training before setting foot in an actual fighter.

IS THIS THE HELICOPTER UNIT READY ROOM?

Synthetic Training Service

VR-1's navigation division has added three devices for use in navigation training. The new additions are a star identification trainer, a compass deviation trainer and a map-demonstrating globe.

The star identification trainer consists of a large umbrella canopy, suspended from the ceiling under which is placed a stand containing a globe. The globe has a light inside it and small holes in the surface of the globe allow the light to shine through onto the canopy in the exact positions of the stars in the heavens.

The compass deviation trainer is a three-foot square box four inches in depth, in which are continuous strips of canvas painted with compass cards and a deviation graph. These strips are rotated with a handle, simulating various compass deviations. It will teach navigators how to compensate for deviation.

The map-demonstrating globe, having a slated exterior, will be used for demonstrating the construction of various types of charts, great circle and rhumb line courses and distances, great-circle-radio-bearing corrections and various phases of celestial navigation.

R5D Goes Into a White Top

If experiments are successful, all R5D's will eventually have a new look. VR-5 recently received its first plane with a treatment of white paint added to the upper half of the plane.

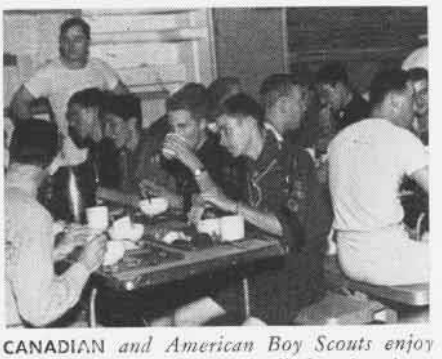
The white lacquer top, which is a coat of White Solar Reflecting Lacquer, will make the R5D cooler in a warm climate with a difference of as much as 20 degrees. The lacquer makes for a smoother air flow and will not cause a drag on the plane. Another advantage is that the surface cuts down man-hours formerly spent polishing the metal surface.

Eventually R6D's may get their share of white lacquer too, although they are better insulated than the R5D's.

● NAS New Orleans—This station is practicing survival pack parachute drops with PBY-5-A. The first drop, made over the field with the pack landing on a runway was successful. The chute opened satisfactorily, the descent rate was normal, the impact light.

THE CARRIER *Leyte's "Smokey Mountain Gang" recently made its debut over TV at Norfolk. The "musicians", left to right, are: Gene T. Green,* ME3; *Thomas M. Perry,* EM2; *Harold E. Hattaway,* AB2. *Vernon L. Dunlap,* SA. *and James R. Watkins,* SK1. *The latter was an "import" from the carrier Saipan*

WHEN *TSgt. C. A. Smith, USAF, became a master sergeant at NAAS El Centro, Navy chiefs and Air Force masters in the complete spirit of unification and good fellowship joined in having him dunked, making him eat from a trough and congratulating him on successfully standing his initiation*



CANADIAN *and American Boy Scouts enjoy Sunday turkey dinner, with all the trimmings, aboard the escort carrier Block Island. The visiting scouts toured the carrier as it lay at anchor in Kingston Harbor, Jamaica, B.W.I. They were part of the first International Caribbean Scout Jamboree there*

ABOARD *the USS Valley Forge, members of Photo Lab staff check the 100,000th aerial photo print turned out since the ship returned to combat action in the Korean theater. The feat of printing these pictures was accomplished in a 43-day period.*

Pair Save Hurt Cameraman

Diamond Head Climb Brings Broken Leg

NAS BARBER'S POINT—Two seamen apprentices from the Fleet Air Hawaii navigation office here helped rescue a fellow mountain climber who fell down a steep slope on Diamond Head.

Carl W. Hasle and William E. Hays were taking pictures on the scenic mountain. Below them Thomas Wood, electronics technician off the *Bremerton,* also taking pictures, tried to climb down some lava rock. The rock crumbled and he fell 30 feet. Landing on his feet, he broke his right leg.

Hasle and Hays removed their shoes and spent 30 minutes climbing down to the fallen victim. Hasle passed his belt to the injured man, who pulled himself out of a crevice. Hays, meantime, called the Honolulu fire department for help and Wood was safely transferred to an ambulance when firemen rigged a rope to lower him.

THREE *former classmates at San Diego radio school, now all chiefs, are serving together aboard the Essex in Korean waters. In the photo, Hugh Tiernay (center), the latest arrival, is the helicopter pilot aboard the Essex. His fellow chiefs are Glen McPhee and Kenneth Wright. All three men are chief aviation electronicsmen in rating.*

RESERVE CRUISES ARE A'COMIN'

THE LATEST word is that there will be plenty of annual cruises for Reservists during fiscal 1953.

Quotas have now been assigned to the various district commandants and CNAResTra for two week seminars to train Volunteer Naval Air Reserve officers who are qualified and designated aviation ground officers or are prospective aviation ground officers in an in-training status. Volunteers with the proper backgrounds may apply for the following courses:

Aviation Maintenance—3 August 1952 and 14 June 1953 at NAS NEW YORK and NAS LOS ALAMITOS.

Aviation Ordnance—3 August 1952 and 14 June 1953 at NAS GROSSE ILE and NARTU SEATTLE.

Recognition—13 July 1952 at NAS ATLANTA and NAS OAKLAND.

Aerology—10 August 1952 and 7 June 1953 at Atlantic Fleet Weather Central, NAS NORFOLK; 13 July 1952, 5 October 1952 and 14 June 1953 at Navy Weather Central, Washington, D. C.; 17 August 1952 at Navy Weather Central, NAS SAN DIEGO; and 1 March 1953 at Navy Weather Central, NAS ALAMEDA.

Catapult and Arresting Gear—7 June 1953 at Naval Air Technical Training Unit, Philadelphia, Pa.

Administration/Personnel — Applicants specify dates since training activity will set dates. Training to be given at NARESTRACOM activities and is open to officers with 1300 designators who have had experience in administration and personnel.

Mobilization Billets—Any date desired in fiscal 1953 subject to approval of cognizant office or bureau. Training will be given at CNO, BUAER, BUPERS, BUORD, BUSHIPS or one of their field activities and is open to Volunteers who have been notified that they occupy mobilization billets. Security clearance is required.

Aviation Electronics—Dates and activities have not yet been assigned. Security clearance is required.

Special Devices — 13 July 1952, 10 August 1952 and 7 September 1952 at Special Devices Center, Point Sands, New York.

Basic CIC Course—14 July 1952 and every two weeks thereafter at CIC Team Training Center, Receiving Station, Boston and CIC Team Training Center, Point Loma, San Diego.

Ground School Instructors (Aerology)—7 September 1952 at U. S. Naval School Pre-Flight, NAS PENSACOLA for officers with past experience instructing in Aerology.

Ground School Instructors (Navigation)—13 July 1952 at U. S. Naval School Pre-Flight, NAS PENSACOLA for officers with past experience instructing in Navigation.

Ground School Instructors (Engineering)—10 August 1952 at U. S. Naval School Pre-Flight, NAS PENSACOLA for officers with past experience instructing in Engineering.

Air Intelligence (Basic aviation and carrier indoctrination)—5 July 1952, 2 August 1952 and 13 September 1952 at NAS PENSACOLA.

In addition, special courses in Air Intelligence will be given, two with dates and activities as yet unassigned, two at COMFAIR ALAMEDA on 31 August 1952 and 3 May 1953. Security clearance is required for all Air Intelligence courses.

Photo Interpretation—3 August 1952 and 8 February 1953 at Naval Photographic Interpretation Center, Receiving Station, Anacostia.

Aviation Photo—3 August 1952 at Naval Air Technical Training Unit, Pensacola and 7 June 1953 at Naval Photographic Center, Anacostia.

In addition to the ground courses for aviation personnel, approximately 1000 Volunteer and Associate Volunteer Naval Air Reserve pilots will be offered the opportunity to request two weeks annual training involving flying with pay.

Reservists desiring annual training duty should submit requests to their district commandant or CNARESTRA, whichever is appropriate.

They Rode Magic Carpet

HUP'S Complete Cross-Country Trip

The first HUP-2's arrived recently on the west coast, the first rotary-wing aircraft to make a 3000-mile coast-to-coast trip on automatic pilot. One of the pilots described the journey by saying it was like riding a magic carpet.

The "mule train" trio of 'copters was ferried cross country by daylight hops, skips and jumps. As nightfall approached, they secured, sometimes in an open field. The helicopters drew many curious spectators to a field near Dallas where they had stopped for the night.

Ferry crews comprising the "mule train contingent" included: Lt. W. L. Bennett, Lt. Lester M. Heller, Lt. Bernard Samuels, Lt. (jg) William J. Cox, Chief Aviationist James W. Jones and J. M. Thompson, AD1. All are Korean vets, holding decorations for heroism in helicopter rescue work.

VR-3, FLYING *with MATS out of Moffett Field, won the flight safety certificate for the Continental division for the last half of 1951. It flew 17,523 hours with no fatal accidents and only one major accident doing damage to aircraft. Capt. W. W. Hollister, CO, receives award from Col. G. W. Peterson, deputy commander of MATS Continental.*

British, Navy Pilots Visit

Sea Fury Fliers Impressed with F2H

USS TARAWA—Navy *Banshee* jet squadron, VF-22, and British Fighter Squadron 898, a *Sea Fury* outfit from the HMS *Theseus*, exchanged visits after

CDR. FLY SHOWS F2H AMMO CANS TO BRITISH

Operation Grand Slam, biggest mock naval maneuvers staged in the Mediterranean.

Both squadrons showed a keen interest in finding out how the other fellow operates. The American jet fighter pilots visited the *Theseus* and were given a conducted tour of the carrier. The anteroom of the British carrier includes a bar—a fixture not found aboard American men-of-war—and it was considered a highlight of the visit.

The American squadron, in turn, played host to their British counterparts aboard the *Tarawa*. The *Banshee* particularly interested the British. Shown in the accompanying photo, left to right, are Lt. Peter Curry, RN; Cdr. William E. Fly, CO of VR-22; LCdr. Laurence Brander, RN; Lt. (jg) W. Blakney; Cadet Pilot Frank Barker, RN and Lt. Harold Julian, RN.

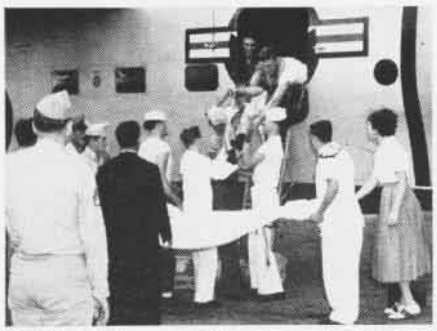
AJ's Qualify Aboard Wasp

First Extensive Landings at 200 Total

VC-7, ATLANTIC—First extensive operation of AJ-1 Savages from the deck of an Essex-class carrier were completed recently by this squadron aboard the *Wasp* off Jacksonville.

Ten plane commanders of the squadron piled up 200 landings in less than a day and a half of operations. Previously, the *Savages* had landed and taken off of *Midway*-class carriers. Commander of the squadron is Cdr. Earle J. McConnell.

The AJ-1 is manned by a plane commander, bombardier-navigator, and radioman. Most versatile member of the crew probably is the radioman, or "third crewman" as he often is called. He is no longer a communications specialist, but is required to know the plane from stem to stern. He may have to serve as mechanic, hydraulics expert, ordnanceman, photographer, radar operator or hospital corpsman.



NAVY, AIR *Force and Coast Guard cooperated to pick up 17 survivors and 12 bodies from an ill-fated DC-4 which crashed seven miles off San Juan, Puerto Rico, April 11. Here the pilot of the Pan American Airlines plane, Capt. Burns, is helped off a rescue plane after being rescued at sea.*

Fleet Gets First 'Marlin'

VP-44 Receives P5M, Antisub Aircraft

The Navy received its first P5M-1 antisubmarine plane on 23 April, when the big successor of the Martin *Mariner* was turned over to VP-44 in Norfolk.

The 36-ton *Marlin* is the first plane designed and built especially for ASW and will gradually replace the PBM's through the fleet. It is completely equipped with electronic aids, including a bulb-like radar antenna in the nose and other devices capable of detecting submarines both above or below the water.

The *Marlin* has a crew of seven. Provisions for eating and sleeping are an improvement over the *Mariner*. It has a long thin, 90-foot hull and 118-foot wingspan. The seaplane can carry a heavy load of depth charges, torpedoes, rockets and mines.

To make for better steering with the long hull in the water, hydroflaps are provided underwater near the tail. One flap acts as a rudder and by opening both the pilot can brake his plane. Two Wright turbo-compound engines power the new plane. A patrol squadron in Bermuda will be the next outfit in the Atlantic fleet to get the new planes.

Ensign Has Safety Record

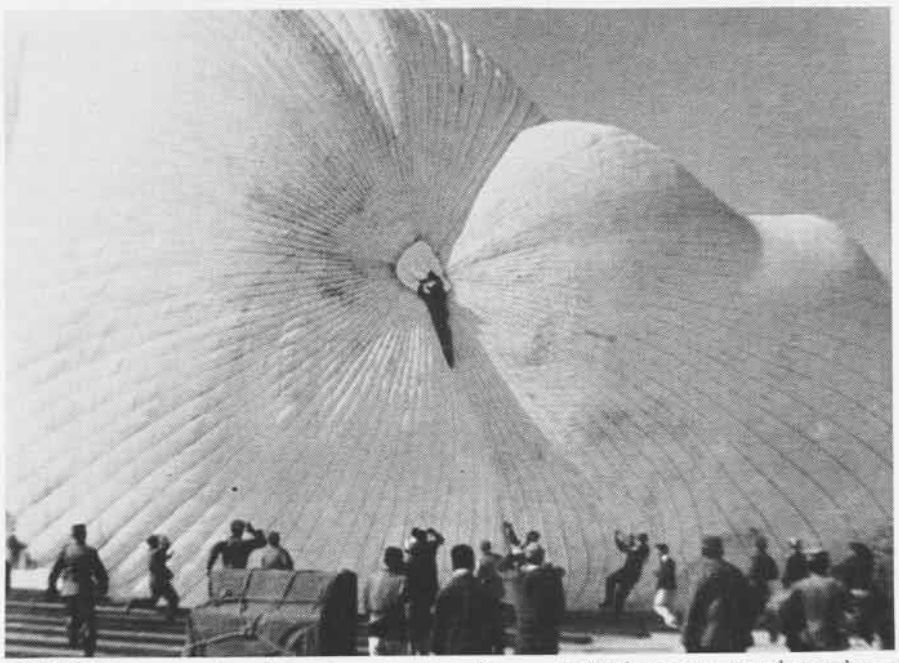
Hot-Shot Pilot Fires 83.6% in Gunnery

COMFAIR, JACKSONVILLE—An ensign fighter pilot with 1,000 hours of flying, all accident-free, is a member of VF-171, a unit of CAG-17, stationed here.

He is Ens. Neale S. Smith, formerly of VF-22. He has flown more than six types of Navy aircraft, including 400 hours on *Corsairs*. He has logged 130 hours in F9F's, 170 hours in the *Banshee* jet, 55 in *Shooting Stars* and the balance in training planes.

NAAS CABANISS FIELD—Lt. (jg) W. W. Gillen, an instructor in VF-ATU-1, set a score in fixed aerial gunnery which may be the highest attained with a non-computing gunsight in the advanced training command.

Gillen, flying an F6F, fired 165 rounds of ammunition and drilled the sleeve 138 times. This is an average of 83.6%. Before reporting to duty here, Gillen was flying a *Panther* jet with VF-112 aboard the *Philippine Sea* off Korea.



OVER IN *Japan, some parachute riggers were working on a 100-foot cargo parachute when a strong wind filled the canopy. One worker failed to let go when the big chute ballooned and was carried 100 feet in the air. Other workers dashed to grab the chute, hauling the suspended passenger safely back to the ground. Amateur photographer SSgt. William O. Clark snapped the picture. The big parachutes are used to air-drop jeeps and field guns.*

FLYING ADMIRAL PRAISES 'MINUTE MEN'

PICTURED *during two weeks cruise at NARTU Anacostia is AAU-662 of Hagerstown which has an excellent attendance record*

A. L. BASS, *AA, gets ready to spin the prop while Lt. E. S. Teiser sits at controls of plane they fly to Norfolk drills*

ON THE occasion of his being relieved of his command as COMAIRPAC, VAdm. Thomas L. Sprague's farewell message contained words directed specifically to the families of the Navy and Marine Air Reserve squadrons recalled to active military service since the Korean engagement.

VAdm. Sprague said, "Upon the occasion of relinquishing command of the Air Force, United States Pacific Fleet, I would like to point out that the performance of the Naval Air Reserve in combat is the one outstanding lesson of the conflict in Korea. The officers and men of the Naval Air Reserve are truly the modern "Minute Men." Their immediate response to the call to arms to halt Communist aggression has equalled the heroic tradition of those famous patriots of Concord and Lexington.

"Since that day in July 1950, when the first Air Reserve squadrons reported to the Pacific Fleet for duty, their performance has been an inspiration and source of pride to all who have had an opportunity to observe their work. With unprecedented disregard of their own personal affairs, officers and men alike have exhibited those qualities of self-sacrifice, daring and courage which characterize the highest tradition of fighting men and patriots.

"One-third of the Navy's air offensive in Korea has been accomplished by Reserve squadrons, fighting units ordered to duty intact from their home bases. To understand the magnitude of their effort, it must be realized that we have already expended in Korea as much aviation ammunition as was expended during the whole of World War II. This spectacular dividend on the relatively small investment of funds appropriated for the maintenance of the Naval Air Reserve has clearly demonstrated that the Naval Reserve program is the only effective and economical way to maintain a high standard of preparedness.

"For the first time in history this country has a trained and battle-ready force of inactive naval personnel ready in all respects to augment the regular naval forces. The necessity for continuing the Reserve program is of paramount importance. In no other way can we maintain an adequate level of military readiness without overburdensome and unacceptable cost."

Besides being addressed to members of the Reserve recalled since July 1950, VAdm. Sprague's message covered the Navy and Marine Air Reserve squadrons at the 28 Naval Air Reserve stations throughout the country. The men and women of these squadrons have also displayed the finest characteristics of patriots.

VADM. *Thomas L. Sprague arriving in Tokyo last December for routine 7-day inspection*

The old-fashioned drummer who traveled hundreds of miles around the countryside with his case full of samples couldn't hold a candle to the Reservists. They travel thousands of miles each year to associate with their squadrons and friends in the Navy's "Weekend Warrior" program.

RAdm. Lucian A. Moebus, CNARESTRA, recently announced the results of a command-wide survey made to determine how far Reservists travel to attend drills at the 28 major Reserve activities. The results are startling.

Over 19 percent of the Reservists live 50 miles or more from the air station or training unit at which they drill. While the wide open spaces of the Great Plains area naturally lead in great distances to travel, the survey shows that 50 percent of Reservists in the densely-populated area around NAS COLUMBUS travel over 50 miles to attend drill weekend.

Of the 19 percent living beyond 50 miles, 55 percent live beyond a 100-mile radius; 33 percent live between 100 and 200 miles away; 12 percent live over 200 miles from their station.

Most of these men and women depend on their automobiles or commercial transportation for travel to and from their units. Some, however, have discovered speedier and more convenient means of traveling.

Down at NARTU NORFOLK, for instance, Lt. Eugene S. Teiser and A. L. Bass, AA, of FASRON 861 fly their own light plane to Norfolk from Henderson, North Carolina and home again. They get to weekend drills much faster than

INSPECTING *piece of cable he "captured" in daring low-level attack is LCdr. Cleland*

by auto and the plane hasn't added to the expense of traveling.

All 27 members of the LTA AAU at NAS OAKLAND are airlifted 375 miles to NARTU SANTA ANA for their monthly training in blimps. The airlift is made in the training of VR pilots and crews, but it also provides a means whereby the trained Reservist who lives great distances from a station may still associate with the Reserve program.

NANEWS has already written about the traveling Winchester twins at NARTU MEMPHIS who hold the long-distance commuters' record. Johnny Williams, AFAN, of NAS COLUMBUS claims one of the most unique records. Williams, a professional skater in an ice revue, has traveled 10,000 miles to attend weekend drills with his squadron, VF-692. Recently, he left Chicago after the last show and arrived in Columbus in time for muster at 1300 on Saturday. After evening muster Sunday, he boarded an airliner that got him back to Chicago in time for the opening number of the first show that night. To attend drills at Columbus, he has traveled from such places as San Francisco, New York, Chicago, Milwaukee and Indianapolis.

With thousands of Reservists displaying such enthusiasm and patriotism, Americans can place their confidence in a strong and virile Naval Air Reserve.

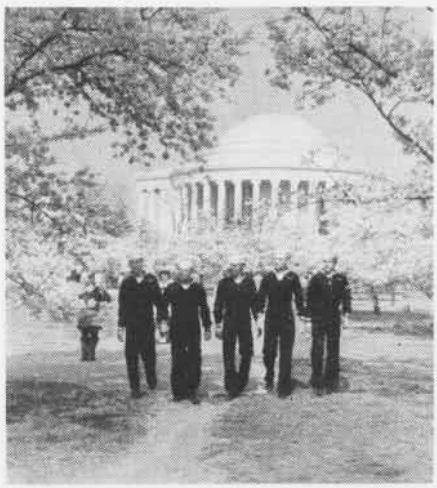
Lookie, Lookie, Here Comes Cookie

One of the all-time-great racing pilots, LCdr. Cook Cleland, is flying daily interdiction missions over Korea. LCdr. Cleland is commanding officer of the Akron Reserve squadron, VF-653, now serving aboard the USS *Valley Forge*.

On a recent mission, after he and his flying mates had severed enemy rails in a dozen places, LCdr. Cleland spotted what appeared to be an entrance to an underground factory and, being of a curious nature, dropped down to investigate. As he whipped his *Corsair* in on a low-level run for a closer look, a cable trap suddenly loomed up in front of his plane. Eight strands of one-half-inch cable, strung horizontally, about eight feet apart, made a perfect death snare for low-flying aircraft.

Acting instinctively, LCdr. Cleland yanked back on the stick. The plane mushed forward, lifted, then hurtled over the wire barrier as the propeller sliced through the cable. A three-foot length of cable hung from the engine cowling, but Cook got back safely to the "Happy Valley."

No doubt it's exploits like these that have prompted the Akron Reserve out-



ADMIRING *cherry blossoms are stationkeepers Churchillo, Alspaw, McBride, Hefner, Angel*

fit to dub themselves "Cleland's Flying Circus." Their crash helmets are painted with red and white polka dots with the face of a clown on the side.

Milwaukee Does It Again

The citizens of Milwaukee opened their hearts and their pocketbooks again and contributed 4,200 pounds of Easter gifts for Milwaukee-area servicemen now serving in the Far East. A Navy transport plane landed at NAS OAKLAND recently, bearing the gifts which were purchased from contributions sent to the *Milwaukee Sentinel*, sponsors of the gift campaign.

All the gift boxes were addressed to Howard Handleman, International News Service Bureau Chief at Tokyo, Japan and were labeled, "From Milwaukee Sentinel readers for Army, Navy, Marine, Air Force Korean War wounded in hospitals of Japan."

The gift bearing plane was piloted by Cdr. E. A. Luehman and the co-pilot was Reserve LCdr. C. A. Widmann, both of Milwaukee.

VPRU 9-2 Commended

Naval Reserve Volunteer Public Relations Units of all districts, have, on many occasions, rendered invaluable service to the Chief of Information and to District and other field PIO's. The outstanding record of VPRU 9-2 of Chicago was reemphasized recently at a testimonial dinner to the unit's CO, Cdr. Roger Q. White.

The Chicago unit's record is an outstanding example of the type of expert assistance that can be rendered by VPR units. From 24 January 1949 through 17 March 1952 the unit, in cooperation with the Ninth Naval District, undertook more than 70 projects of a widely diversified nature. They planned and publicized special events of many kinds, provided speakers for civic clubs, assisted in recruiting publicity, provided news articles and radio and television scripts and material, provided photographic assistance, assisted with arrangements for Armed Forces Days, anniversaries, provided two-way liaison with industry and important civic organizations, and provided counsel, guidance, and active assistance for other projects.

To keep these Volunteer Public Relations Units up on the latest, the Sixth Volunteer Naval Reserve Seminar was held in April at NAS PENSACOLA. Approximately 90 public information officers attended. During the seminar, prominent civilians and naval officers gave talks to the group at daily sessions.

A GIFT *box for the boys is handed to LCdr. B. A. Smith by Cdr. Luehman at Oakland*

Reserve Roundup

● NARTU ANACOSTIA—At this station the coming of spring means that a young man's fancy lightly turns to the traditional cherry blossoms. Stationkeepers who had never seen the lovely blooms had a balmy day off on their first look at the "garden spot of the Nation's Capital."

● NARTU ANACOSTIA—AAU-662 of Hagerstown, Maryland recently completed its two weeks annual training duty. It is small units like this, built on the foundation of sincere, capable men that put the real muscle in our Naval Air Reserve Training Program.

ALASKAN SNOW TESTS AVIATORS

CARAMENICO, *Hoofer, Burglund, Olsen, Nebelkopf, VP-931 try surviving in Kodiak ice*

THE TEMPERATURE was zero, a normal Alaskan night. Several men huddled around a crackling fire while others tossed uncomfortably on the damp ground under a hastily-built fir bough lean-to.

Their predicament was not the result of a plane crash, but simply a survival test which all men in VP-931, based at NAS WHIDBEY ISLAND, WASH., but operating then around Kodiak, Alaska.

The all-night test is part of the Alaskan Sea Frontier command's requirement that all military men in its area undergo a field trip to learn survival first hand.

Lt. P. P. Bardzik is in charge of the squadron's survival training. The men were taken to the campsite area in groups of 50 and then broken down into small groups of five.

A wide range of equipment was passed out, including shovels, hatchets, rifles, pistols and a box of 5-in-1 rations. Wrapped in as many clothes as they could wear and still walk, plus a pack, the men were ready when the word came. "Go to it," someone said, "You're on your own!"

First shelters were made. A lean-to of sorts. Then next came wood for fires. The rule was to cut twice as much as was needed. Even at that, as the night progressed, many of the groups were out chopping more wood—just in case!

Only after each tiny camp was in good order was the ration opened. The 5-in-1 ranges from cheese and crackers to sweet potatoes and ham. A man gets plenty hungry chopping wood.

Hardly anyone gets a good night's sleep. Without sleeping bags, the damp ground is far from appealing, so conversation—Navy style—filled in the hours.

And then too, there were sentry watches to stand. With all of their other troubles, the testers had "enemies" lurking just out of range of light from their campfires—Marines, no less, whose job it was to route them by surprise.

Dawn came slowly to the group and found them a weary bunch, ready to make for the spot where a bus would pick them up and return them to base. But it is a wiser group, better prepared should they have to ditch a plane someday in the trackless Alaskan wilds.

CREWMEN OF VP-1 TEST NEW FLIGHT RATIONS

Flight Rations Are Improved

Fried Chicken on Menu Once a Week

NAS WHIDBEY ISLAND—When it comes to chow time on long patrol flights, aircrewmen of NAS WHIDBEY ISLAND, Wash. have reason to rejoice. Owing to the combined efforts of Fleet Supply, NAS Supply and Commissary Departments the flight rations have come in for a lot of refinement.

More tasty flight rations have made appearances, along with various luxury items. Individual tastes are suited with individual box lunches now available to the flyers. Speaking of a luxury, Commissary Officer, Lt(jg) Nodvedt says, "Fried chicken is added to the menu once a week."

An average box lunch, which is used on 95 percent of all flights, contains three sandwiches, juice and soup, cookies, candy, olives and fruit. Soup and juice are issued in smaller individual cans rather than the large ones. Not only has the monotony been taken out of airborne meals, but the rations assure a nutritious, well balanced meal. The smaller individual portions cut down on waste as well as please different tastes.

To add to the individual touch, sandwiches are now prepared plain. Small containers of mayonnaise, mustard and catsup are put into the boxes to be added by a crewman if he so desires.

In some instances, unprepared lunches are desired by the in-flight crews to be cooked during the hop. Everything in the box lunch is eatable whether cooked or not which is an excellent feature in case of emergencies.

All lunches are prepared per order, by a separate flight ration staff of six men. The food, picked up just before the flight, is fresh when the crews get it.

Air Force Men Serve Navy

Three Pilots Report for VR-171 Duty

Three Air Force pilots have begun 52 weeks of Navy duty by reporting aboard with VF-171 under the Defense Department program aimed at a better understanding of methods and techniques employed by each service.

The three pilots flying with VF-171 at NAS JACKSONVILLE are Capt. Eward W. Dame, who formerly flew F-84's with the 31st Fighter Escort Wing at Turner AF Base, Albany, Ga.

The other two members of the trio are Capt. Richard T. Rutherford and Lt. William A. Rowland, both hailing from the 27th Fighter Escort Wing, Bergstrom AF Base, Austin, Tex.

All three pilots are with the Strategic Air Command.

PILOTS ROWLAND, RUTHERFORD AF DAME ARRIVE

LCDR. SILVER TAKES OVER AS CO OF NEW VJ-1

New Weather Sqdn. Formed

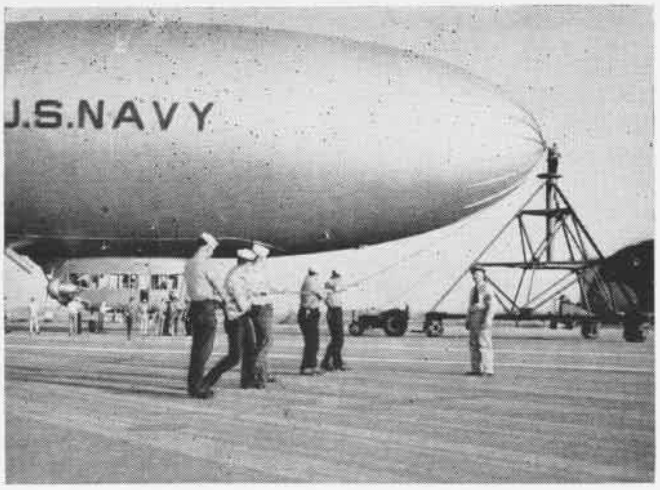
Hunting Hurricanes is Task of VJ-1

NAS SEATTLE—A new weather reconnaissance squadron, VJ-1, joins the ranks of operating Navy air units here.

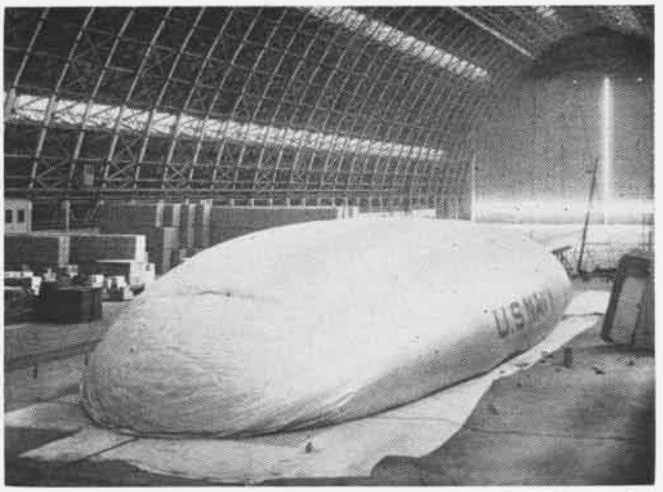
Primary purpose of the unit is to detect and track weather movements in an assigned operating area. Another duty of the squadron, for which it is specially organized, is hurricane hunting.

The pilots and crewmen of VJ-1 fly the Navy's P4Y-2 four engine patrol planes. LCdr. David Silver, formerly navigator of the CVE *Windham Bay,* is new CO of VJ-1.

Shown in the picture with Capt. William B. Whaley, Chief of Staff, Fleet Air Seattle, and LCdr. Silver are Capt. Charles F. Greber, CO of NAS SEATTLE, and Capt. William S. Harris, Chief of Staff, Fleet Air Wing Four.



THE GREAT *day finally came! Reservists and stationkeepers are unmasting G-6 airship prior to crew's first take-off*



THE BIG *bag begins to look like an airship as inflation begins under instruction of O&R personnel sent from Lakehurst*

THE BIRTH OF A LIGHTER-THAN-AIR UNIT

IT COULD have been a very painful birth at MCAF SANTA ANA. Trying to fit a Naval Air Reserve Training Unit into an air station devoted principally to Marine aviation—and helicopters at that—made the process look pretty grim.

This was no ordinary NARTU about to be born. The Navy wanted to organize a new lighter-than-air unit, utilizing part of one of the huge airship hangars at Santa Ana which the Marines had taken over after World War II.

However, the picture changed considerably with the cooperation that the Marines at MCAF SANTA ANA extended to the new NARTU. The support given the Navy by the *Leathernecks,* under command of Lt. Col. L. M. McCulley, borders on the impossible with cooperation by the Marines to the fullest extent of the word.

First on the scene for the Navy was the Commanding Officer of the new unit, Cdr. H. B. Hosmer, who arrived at Santa Ana on 23 May 1951. He immediately set about establishing contacts with the Eleventh Naval District, NAS LOS ALAMITOS, MCAF SANTA ANA and even MCAS EL TORO which was just down the road a bit from the new unit. With all of the headaches accompanying the new project, these contacts were to prove invaluable to Cdr. Hosmer.

As the first officer aboard the new venture, Cdr. Hosmer found himself acting in several capacities other than Commanding Officer. He was also Executive Officer, First Lieutenant, Liaison Officer and Public Information Officer. Big as the task appeared to be, it was something like coming home for Cdr. Hosmer since he had served at this same base once before during World War II when it had been a Navy LTA base.

THE OFFICIAL *birth is recorded in Reserve records as RAdm. Doyle delivers his address*

On 5 June, LCdr. Walter E. Aymond, the unit's prospective executive officer, arrived and efforts were immediately directed to assigning and establishing spaces to be used for maintenance and training within a portion of one of the hangars. The fact that a Marine Helicopter Squadron had already taken over the hangar complicated matters a bit. Tentative layouts of the allotted spaces were drawn up, partitions built and the first equipment was moved in to start operations.

Being in on the start of a new unit was nothing unusual for LCdr. Aymond either since, during his LTA career, he had been on hand for the formal commissioning of ZP-12 in 1941. At that time, the squadron was the first regular ZP squadron in the Navy since World War I. LCdr. Aymond was also in on the commissioning of ZP-21 at Richmond, Florida; ZP-22 at Houma, Louisiana; and lighter-than-air squadrons at Jamaica, Panama and South America.

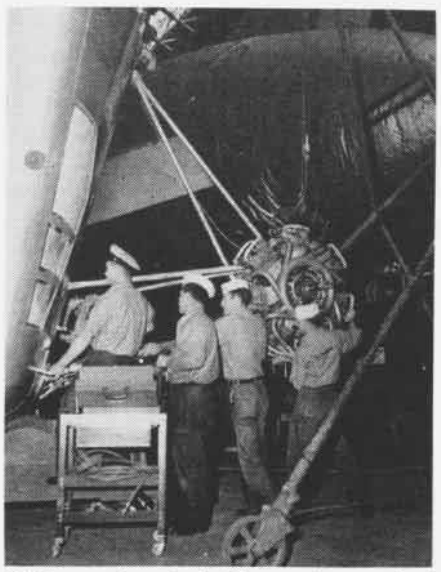
The biggest problem still faced the two officers. Somehow, the hangar had to be cleared of its civilian load of raw rubber, tin can consignments, aviation museums (complete with an odd assortment of old aircraft), and a host of other items, even including a small advertising blimp. Unfortunately, in the case of the blimp, it was of no use to the prospective airship crews. They needed a bigger blimp to carry on the program.

All of these items were a hangover from the days when the station had been under the control of civilians. They fell by the wayside, however, when placed in the hand of LCdr. Jack R. Hunt. He was then serving in a civilian capacity aboard the station as airport manager of the Santa Ana Development Company. With his civilian connections, LCdr. Hunt, then a lieutenant, was recalled to active duty and took over the job of Maintenance Officer and First Lieutenant. The hangar was quickly cleared without a hitch.

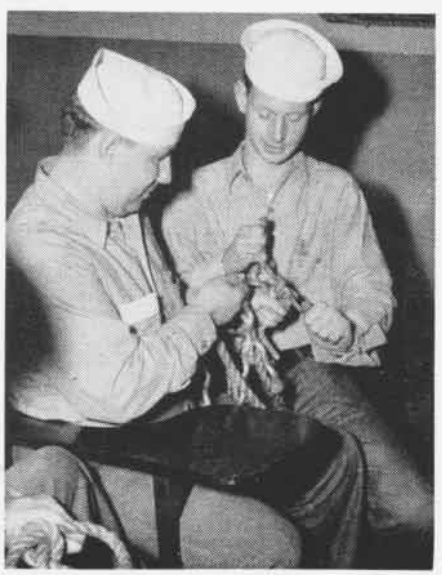
Two other officers reported aboard NARTU SANTA ANA shortly afterwards: LCdr. John Jacobsen who had also been stationed at the former LTA base during World War II and LCdr. Robert A. Hennessey who had been connected with the first LTA NARTU formed at NAS LAKEHURST. With the arrival of these two officers, the small officer complement was brought up to five capable men.

MEANTIME, as his staff of officers was increasing, Cdr. Hosmer was busy recruiting former lighter-than-air ground and aircrew personnel to provide the nucleus of a stationkeeper training force for the Reserve squadrons which would soon be organized.

PRIOR TO *installation on G-ship, L. L. Harvey and L. Seybe, AD1's, conduct engine test*



WITH *erection of airship nearly completed engine on car on outrigger is installed*



LEARNING *seamanship is still required in Navy, so Kruger and Kittleson practice knots*

On 30 June, with a ship's company of five officers and 15 men looking on, Cdr. Hosmer officially accepted the reins of the new unit from RAdm. A. K. Doyle who was CNARESTRA at that time and NARTU SANTA ANA'S birth was officially recorded. The task began now of looking for Reserve enlistees.

LCdr. Hennessey's working knowledge of LTA NARTU's and his driving initiative quickly asserted itself in setting up the Tech Training spaces for the unit. At the same time, LCdr. Jacobsen was working at top speed setting up training schedules and programs for the prospective Reservists.

While these administrative problems were being solved, visiting newspapermen kept station personnel busy answering the $64 question, "Where's the blimp?" The big moment came in late August when a ZPG-6 ship arrived, accompanied by 14 civilian O&R employees from NAS LAKEHURST to bring about the long-awaited step towards actual LTA flight training.

With the exception of the vitally-important recruiting work and the usual paper work, everything came to a halt as the erection of the big blimp turned into an "all hands" evolution. The big bag, which excited the interest of almost every daily newspaper within 50 miles, was test flown a few weeks later and the dust was brushed from the "open-for-business" sign at NARTU SANTA ANA.

For a while thereafter the wires between Santa Ana and CNARESTRA at Glenview were kept busy as newsmen clamored to take a ride in the new blimp, the first of its kind on the coast since the close of World War II. Where once an airship had been considered a common sight and had attracted no more attention than an airplane, it was "red hot" news on the west coast again.

ON 15 JULY, NARTU SANTA ANA officially commissioned Wing Staff 95 with a complement of 15 officers and four enlisted men under the command of Capt. Norman E. Lyon. At one and the same time, ZP-951 was commissioned with a complement of 23 officers and 51 enlisted personnel, commanded by LCdr. Howard Richardson.

Immediate monthly drills were inaugurated, despite the limitations brought on by sometimes-delayed delivery of equipment and lack of space for extra flight personnel in the crowded car of the small training-type G-ship. On 1 September, ZP-952, consisting of 16 officers and 66 men under command of LCdr. William Polster, joined the ranks and began adjusting themselves to the limited but fast-growing facilities.

As October approached, the picture began to look much brighter for the fledgling unit. On 8 October a new and larger ship, the ZP2K-59, arrived from the east coast by flatcar and ship. The Training Department immediately ordered an "all hands" turnout of both Reserve squadrons and stationkeeper personnel to erect the ship under the guidance of Lakehurst O&R employees.

Classes during the various phases of erection became on-the-job training maneuvers dealing with the erection and installation of engines and electrical equipment. These were found to be of great value in assisting flight officers and men in a refresher phase, as well as accomplishing the task of erection and assembly.

As so often happens when things are just beginning to run smoothly, a near disaster struck the unit. No sooner had the ZP2K been test flown and accepted for service than the airship complement was cut in half with the accidental deflation of the G-ship as the result of a maintenance mishap. The G-ship, at the time of its deflation, had amassed a total of 234.2 hours in a little more than two months of flying time and had logged 393 landings.

Despite the blow, the flight training program was stepped up with only the ZP2K ship remaining. The increased pay load of the K-ship provided bigger and better training facilities for pilots and flight crew personnel.

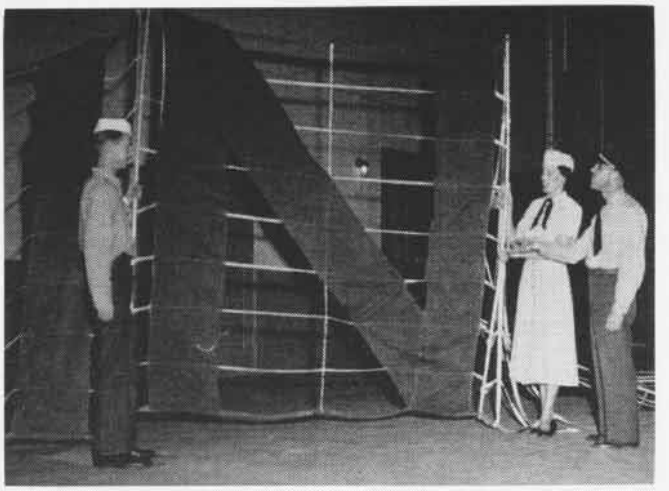
On 16 October, the unit received a big boost in morale when Lt. (jg) John C. Burnett, flight surgeon, arrived from the School of Aviation Medicine at Pensacola to administer to the unit's health needs. The medical forces were increased even more with the arrival of two hospital corpsmen, Lawrence Trainor and Donald Beaumarachais.

The staff of officers received another addition when LCdr. Charles Duncan reported to take over the official duties of Flight Training and Personnel Officer. LCdr. Duncan was qualified in both heavier-than-air and LTA flying.

In the meantime, recruiting efforts had paid off. The enlisted personnel section had grown to include a crew of 40 men, most of whom had either been in LTA groups before or were well-qualified for their new duties. Some had reported in from other naval installations, some had returned to duty from civilian life and others had joined the NARTU from junior college or high school.

WITHIN the last few months, NARTU SANTA ANA once again found itself heading for a rough time as the Marine Corps expanded its helicopter units at the air facility into a full-fledged air group. This necessitated

WITH ZP2K-59 *in the background, Cdr. Hosmer and LCdr. Aymond inspect "hot rod" that L. L. Harvey drives in weekly races*



YOU CAN'T *miss this one! Trailing banner used for NavCad recruiting has created more than one sensation on the west coast*

NARTU personnel moving to smaller training spaces. With a slide rule and a prayer, the men of the unit responded to the new challenge and with characteristic determination soon fashioned newer but smaller office spaces.

NARTU SANTA ANA has the unusual distinction of being the only lighter-than-air unit on the west coast. Until recently, when the Marines took over NAS MIAMI, it was the only Reserve air station relying on direct support from the Marine Corps.

Indicative of its new size and growing powers is the fact that the unit not only supports two Reserve squadrons and a wing, but the new Group II LTA unit at NAS OAKLAND, AAU-876, is airlifted into the base by R4D monthly to train with Reserve and stationkeeper personnel.

Public information work at NARTU SANTA ANA is confined to a minimum as far as paper work goes. Two different methods of recruiting have been devised to augment results.

Coupled with the usual approach to prospective Reservists and NavCads is the use of a trailing banner 300 feet in length with eight-foot letters reading, "WIN WINGS OF GOLD, BE A NAVAL AVIATION CADET." The banner has been towed over most of the surrounding populated areas and has been the cause of at least one flurry of excitement during a football game in famed Los Angeles Coliseum.

PERHAPS the most unusual method of attracting recruits is the sponsoring of a "hot rod." The sailor-owner, Lester L. Harvey, AD1, who is a stationkeeper at Santa Ana, came up with the idea of using his car to publicize the Naval Aviation Cadet Program. Cdr. Hosmer thought the idea was an excellent one and work was begun right away on painting the racer with appropriate colors and lettering for a Navy publicity campaign.

The "hot rod" is painted Navy blue and gold and is literally covered with signs telling about the NavCad program and where to get further information. The Naval Reserve and NavCad slogans are plastered on the sides.

Harvey boasts a winning time of 143.42 MPH in the modified coupe class and has garnered a total of 35 speed trophies during the past year. The racer is built from a 1924 Model "T" coupe and is powered by a 1946 V-8 Mercury engine.

There's an old saying that the first year is always the hardest year. As NANEWS goes to press, NARTU SANTA ANA is not yet one year old. The struggle to survive has been difficult at times, but in less than one year, the new unit has proven itself a lusty infant. The original plans have been carried out and more plans are in the mill at present. Another G-ship and at least one other K-ship are scheduled for assembly soon.

NARTU SANTA ANA has finally won its Navy wings of gold. The unit has taken its place as a qualified member of the Naval Air Reserve team with a well-rounded training program, an unusual recruiting setup and the perseverance to grow despite any and all obstacles.

RODNEY *Husted and Phil Stratton get some radio equipment instruction from E. Mellette*

IT LOOKS *complicated, boys, but you'll learn how! Chief A. O. Jarne explains use and operation of electronics equipment to McDonald, Stratton, Husted and Mason*

FOREST FIRES KEEP FIGHTER CREW BUSY

MCAS, CHERRY POINT—Forest fires are not only a problem to state officials, but also a constant threat to personnel on the massive Marine Corps Air Station here.

One morning an emergency flare, fired to warn pilots of impending landing dangers, struck a grassy section near a runway here and exploded into one of the largest forest fires ever witnessed aboard this station.

Before the alarm had died down, a small group of men in the station Forestry office were coordinating the scores of men, tons of equipment and hundreds of gallons of water that were needed at the stricken area.

A few hours later, the alarm sounded again. Another forest fire had broken out in Havelock, endangering a number of homes, including one which had just been built by a local Marine.

The forestry office shifted into another gear. Weary, smoke-grimed men were pulled from the still-raging station fire, positions were juggled and equipment pulled from areas where the flames had died down. The men and fire fighting gear were rushed into Havelock.

The Havelock fire was extinguished in a short time, but it took 12 long, choking hours to put out the on-station fire, which, without proper handling, might have wiped out Havelock and a goodly portion of the base.

IT'S NOT often that the Forestry Department is faced with two major fires in one day. Fortunately, forest fires aren't daily occurrences, but if they were, Forestry's 47 personnel would be ready.

Because forest fires constitute a major hazard in this area of high octane gas and concentrated housing projects, all of Forestry's facilities are tuned for immediate action. All personnel, regardless of daily jobs, are rushed to fire scenes and heavy tractors and 'dozers are kept in top, ready-to-go condition.

Foresters receive fire-fighting training from experienced government Forest Rangers, who travel here to instruct them upon request. In addition, the station Fire Department gives Forestry men lessons in how to combat fires.

As an added precaution, an agreement has been reached with the Federal Forest Service whereby Marine foresters will help combat forest fires in local areas. In return, government foresters will help with large on-station fires, as they did last February, and spot crashes. Often, forest rangers have spotted our plane crashes and dispatched rescue parties before local crashmen could reach the scene.

FIRES CAUSED BY PLANE CRASHES IN WOODED AREAS OFTEN SPREAD TO LARGER CONFLAGRATIONS

When they're not fighting fires, Forestry personnel are divided into three groups. All the groups are under CWO F. A. Day, a busy man who flaunts this multitude of titles: Officer in Charge of Forestry, Cherry Point Game Warden, Station Police Officer, Wildlife Conservation Officer, and, for off-hours, Scout-Master for Cherry Point Troop 82, Boy Scouts of America.

Probably the best known and undoubtedly the hardest working group deals with daily landscaping and forestry problems. This group, under the guidance of TSgt. R. E. Garrett, is responsible for the transplanting of numerous shrubs and trees around the station and the maintenance of vast acres of lawn.

In addition, the landscaping group attends to four acres of nursery stock at Forestry headquarters, conducts logging expeditions for the Public Works Sawmill, furnishes firewood for various clubs, operates a carpentry shop and issues tools to the various barracks.

PERHAPS their most important job is the saving of property and wildlife before fires start—and the possible saving of pilots lives before crashes occur. To do this, they continually cut fire lanes through wooded areas. Such lanes have repeatedly stopped raging forest fires.

The lanes are planned for a dual purpose. Besides acting as buffer zones for fires, they provide roads of access to crash scenes. Foresters realize that the minutes saved through use of these lanes might mean the difference between life and death for some pilot.

Forestry's second group deals solely with wildlife conservation. The group's main interest lies in a fish hatchery somewhere on the station.

Hatchery personnel receive shipments of large-mouth bass and bluegills from Federal and State fishing authorities. The fish are nursed into acceptable table size, then turned loose in Hancock and Slocum Creeks for the enjoyment of local Isaac Waltons.

Injured animals also fall into the hands of this group. Kept at the Forestry buildings, the animals are nursed back to health, then turned loose.

SSgt. J. B. Earle bosses the wildlife conservation crew.

THE THIRD Forestry department is Gunner Day's pet peeve, station police. Perhaps this group's function can best be explained by Day himself.

"Policing is one of Forestry's biggest headaches," he explains, "and it's so unnecessary.

"We have 19 TAD men from Station squadrons who do nothing but pick up empty milk-shake cartons and lipstick smeared tissues thrown around by careless people.

"Nineteen men means approximately 500 man hours a week," he emphasized, "and 500 man hours could build a lot of fire lanes and other things that are really needed."

But whether they are helping a kid win a merit badge or fighting desperately to control a fast-spreading forest fire, Forestry personnel have the same main objective: keeping the outdoors a better place for animals to live in and humans to have fun in.

JAYNES CHECKS PHOTO, DOSS, CROWL LOOK ON

Photo Banshee Is in Korea

The F2H-2P *Banshee* photo plane is in action in Korea with Marine Photo Squadron One. Two were borrowed from the Marines and flown on the *Essex* by Lt. Sutton L. Jaynes, Lt. (jg) Robert F. Doss and Ens. Otho W. Crowl.

They were assigned to the carrier's VF-172 and VC-61 detachment. New Air Force K-38 cameras were borrowed from the Army and installed in the *Banshees*. The photo officer of the *Essex* was amazed at the *Banshee's* maze of wires, connections and many mystifying devices.

Photo *Banshees*, the first all-photographic plane built by the Navy, is equipped with a one-piece access door which makes it possible to quickly interchange the three photo mounts. While in flight, the pilot, by using convenient cockpit controls, can rotate the cameras from port to starboard. It provides for vertical and forward vision in heretofore critical blind spots.

The view finder is used to pick up a clear unobstructed view of the terrain ahead and below the plane, which permits leisurely selection of targets. The nose section is heated to prevent fog and frost on the windows and to protect film from frigid temperatures of high altitudes.

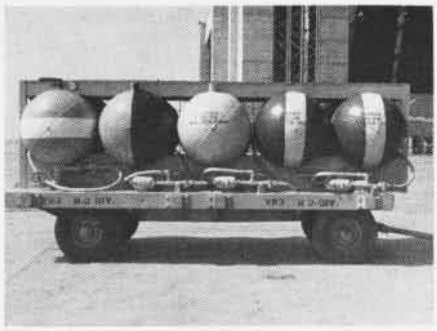
The plane carries three cameras, the K-38 with a 36" telephoto lens, two K-17's, one with a 12" and the other a 6" lens. The pilot sets the knobs at the altitude and speed on the interval controller. When over the target, he presses the "on" button which starts the cameras, automatically calculating the preset interval between exposures for each camera.

VR-3 Servicing on the Double

Now in a fraction of the time it used to take, VR-3 planes are serviced with hydraulic oil, waste water, anti-icer alcohol and water injection mix (R6D only), thanks to chief aviation metalsmiths, Nicholas S. Agrusa and Charles F. Marshall.

A portable service cart containing tanks of the above fluids was designed from a four wheel, flatbed, metal frame trailer and five 70-gallon tanks. The cart can service completely four R5D and three R6D aircraft without being refilled. This new type of service can be given by two men in 15 minutes.

The hydraulic oil, anti-icer alcohol and R6D water injection mix tanks are equipped with electrical pumps and valves, but under the old method air pressure was used to transfer the liquids from the tanks to the planes. Air pressure is still used on the water tank because pumps and valves would rust out.



NON-SKID WOOD TOP USED AS WORK PLATFORM

The electrical pumps save the time that was formerly required to fill the tanks with air pressure. By having all the tanks on one trailer and operating from a central plant, maintenance and upkeep are made easier.

VR-21 Develops New Ladder

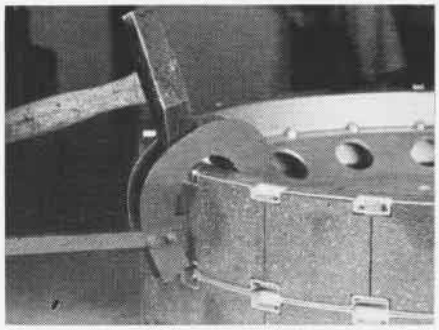
When the wooden ladder he was using collapsed, a crew member fractured his ankle while on an enroute stop at Kwajalein Island. That was all that was needed. Maintenance and Engineering personnel designed an emergency ladder that would eliminate the usual cries of woe and expressions of fear evidenced in the use of the wooden type.

The new all-metal emergency ladder for R5D-type aircraft has three principal advantages: safety, economy and weight. It is designed as a two-piece, center-folding ladder, equipped with hinged claw-type cleats that will not slip on concrete and should not slip on ice. The steps are coated with non-skid paint to prevent foot slippage and the uprights are sturdy enough to prevent the spring board effect so prevalent in the wooden emergency ladder.

Construction of the new ladder utilizes salvaged aluminum sheet for the legs and steps; hinge material, bolts, rivets and paint cost approximately five dollars per ladder. It is four pounds lighter than the wooden model, stows in a smaller space and presents a neater appearance.

Of rugged, all-metal construction, these ladders will provide years of satisfactory service in addition to greatly enchancing the safety factor.

NEW LADDER WON'T COLLAPSE LIKE WOODEN TYPE



INSERTER TOOL ALLOWS ONE MAN TO DO WORK

Replacing of Brake Springs

An improved method of inserting brake return springs in Hayes-type expander brakes has been developed by Surguies M. Lamothe, AMS2, at NAS GUAM. His method has been approved under the Navy Awards and Incentives Program.

The old method of replacing brake springs is for one man to depress the spring between the brake blocks with a thin screwdriver, and another man to tap the spring into place with a hammer. This method often breaks the blocks when the screwdriver slips, and it could prove dangerous to the worker.

Using the tool shown here, one man can do the job with little danger of damaging the blocks or injuring himself. The tool consists of two pieces of sheet steel made in a pair with one end formed to hook over the edge of the assembly.

The other end has a solid ½" piece of key stock for a handle which is bolted between the pair of hooks with a blade of sheet steel welded to it for a depressor. The blade is of .040 steel and 1" in depth. The extra depth aids alignment and gives sufficient clearance to avoid the chance of crushing or chipping the blocks. The angle of the blade was determined by actually setting it up in the slot with the spring removed.

The tool is hooked over the edge of the flange, and the blade is inserted between the blocks to contact the spring. When pressure is applied to the handle, the spring is compressed and held with one hand while it is tapped into place with the other.

The new method is efficient and safe. The tool is small enough to be carried in a tool box, thus making field work possible.

Gasket Boards Are Opposed

BUAER takes exception to the gasket book device shown on page 36 of the April 1952 issue of Naval Aviation News.

A representative points out that the Bureau of Aeronautics has devoted time and money to preserving and packaging synthetic rubber or rubber-impregnated materials for the purpose of protecting them from sunlight, air, ozone and deformation or permanent set during shipment and storage.

BUAER therefore opposes hanging synthetic rubber or rubber impregnated materials on hooks and nails on a "gasket board." Exposing them to the air is exactly the way to impair such materials and defeats the preservation and packaging program of BUAER.

● NAS COLUMBUS—The East-West runway will be extended to 8,000 feet so that larger planes and jets can land safely and easily.

LETTERS

SIRS:

In the letter section of the March NEWS there was a short article referring to VF-12 and their flying record. We would appreciate your notice to the following:

In March, 1951, FOF VF-781 commanded by LCdr. Collin I. Oveland, while stationed at El Centro, flew 580.1 hours during one six-day period. It averaged 96.6 hours a day, with a high day of 101.3 hours.

Shortly afterwards, this outfit spent eight months in the Korean area, operating aboard the USS *Bon Homme Richard*. It flew 2170 combat missions without loss of a single pilot. While in the forward area they flew more than 60 combat operational hours on numerous days with a high of 68.3 on 4 July 1951.

We submit this letter with the respects of the men and officers of our squadron, and hopefully await its appearance in a coming issue. We are rightfully mighty proud of our record both here and abroad.

R. W. MACPHAIL
B. L. IVES

FPO SAN FRANCISCO

SIRS:

Could that picture (of the water skiier taking a spill in the April issue) possibly be the latest development in the "one man helicopter" which is currently scuttlebutting around the aviation underground?

LCdr. Davis appears to be steering in precariously low to the landing ramp. Or is this new machine launched by running up the ramp on your hands and leaping into the air?

Of course, such a launching method would require the water's presence to break the fall, just in case the engine failed to kick over. Air Force pilots or Army combat troops should not be discouraged, however, since sawdust pits may be used in place of the water.

The new "helicopter" would be most practical for Marines, for naturally they would not be concerned over such minor details, and could use any paved airfields now in commission.

JAMES A. YOUNG, JR. YN3
VR-31, NORFOLK

USS HORNET REUNION

Officers and men who served on the CV-12, USS *Hornet* are holding a reunion at the Park Sheraton Hotel, New York, on July 4-5, 1952. For reservations and information write CV-12 Club, Box 12, Brooklyn 35, New York.

CALLING ALL WAVES

Toward the end of July, WAVES are heading for Washington, D. C. to celebrate the tenth anniversary of their founding. Their reunion will be held at the Statler Hotel July 26 with the anniversary banquet in the evening. For information, send self-addressed stamped envelope to

Waves' Reunion Committee
Box 4670, Anacostia Station
Washington, D. C.

SIRS:

Just a note of correction in regard to a statement below the picture in the *Korean Air War* of February, 1952, issue.

Knowing that our nation always wants the absolute truth and that the editors of the various publications have a difficult time in furnishing same is my reason for writing.

The statement I wish to correct is: "*Devilcat* pilots who blew up two ammo dumps on one strike talk over exploit aboard *Rendova:* Maj. "S" "D" G. Peterson tells debriefing officer Capt. Marvin A. Chapman of feat."

It would be more appropriate to say: "*Devilcat* pilots talk over the one hit and near miss of the 15 bombs released near the head gates of a dyke in Korea, no enemy fire was encountered—the mission was partially successful."

The only ammo dump Major Peterson has ever witnessed blowing up was one of our own on Guadalcanal in September 1943.

MAJ. "S" "D" G. PETERSON
KANGNUNG, KOREA

¶ Our apologies to Maj. Peterson for the incorrect picture caption. Better luck on the next strike.

SIRS:

Thanks for the column on VA-115 "Texas" neckties. Just to keep the record straight, our location "aboard NAS SAN DIEGO," as of the date of your February issue is naught but a fond memory. Squadrons move too fast these days to permit editors and printers to compete.

Many squadron insignia ties may now be found hanging in "Boys Town" and sundry staterooms of the USS *Philippine Sea* singing gently as the icy waves off Korea lift the bow. At present the ties are not getting much wear since they do not fit so well over the rubber gasket collar of the Mk. III exposure suit. However, we look forward to the ever-so-distant date when they may once again gather pleasant stains as they dangle in canapes, egg-nog and diverse other refreshments—at home!

C. H. CARR, CDR USN
COMMANDING OFFICER
ATTACK SQUADRON ONE HUNDRED FIFTEEN
FPO, SAN FRANCISCO

CONTENTS

● THE COVER

Assistant Secretary of the Navy for Air John F. Floberg makes a solo landing in an SNJ aboard the CVL Cabot off Pensacola on 18 April (See story on pg. 5). Photo by Joseph Pelter, Chief Photographer, at NATC Pensacola. With Operation Highjump II, he won the DFC for aerial photography, has 27 years in the Navy.

● SUBSCRIPTIONS

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● THE STAFF

LCdr. Arthur L. Schoeni
Editor

Izetta Winter Robb
Associate Editor

Cdr. Larry L. Booda
Associate Editor
Head, Aviation Periodicals Section

Lt. Dorothy L. Small
Associate Editor

LCdr. Andrew W. Bright
Associate Editor

James M. Springer
Art Director

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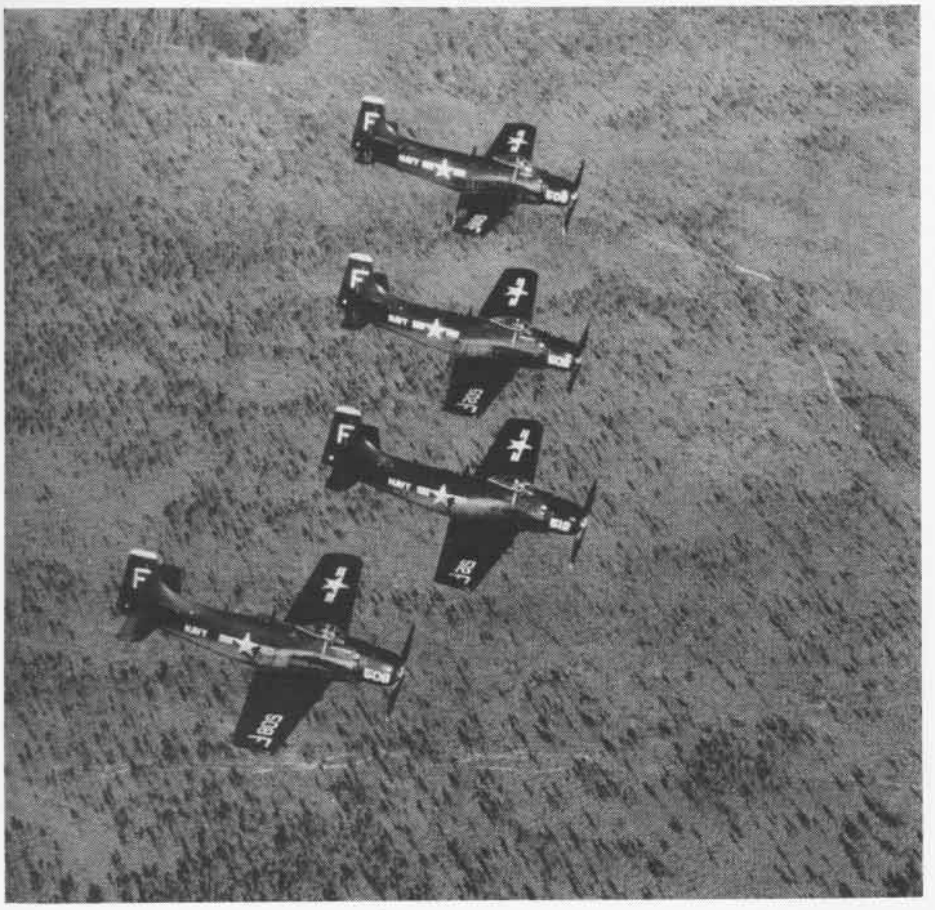
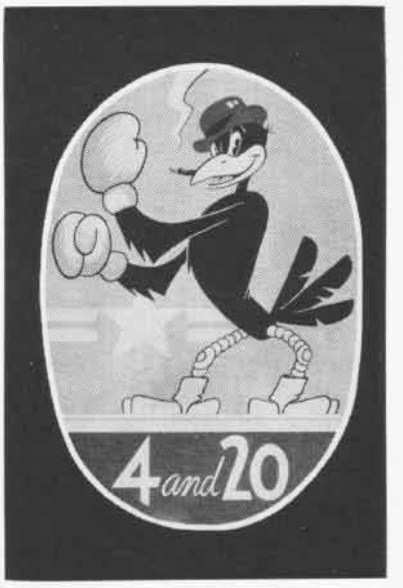
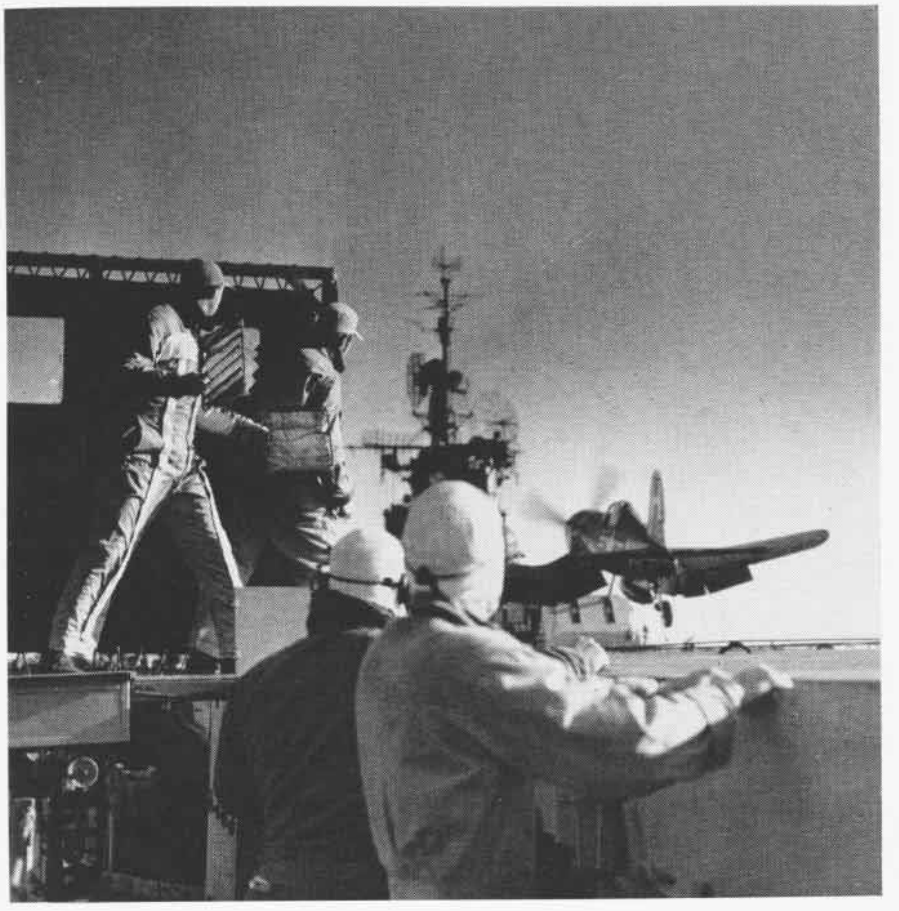




VA-45's fighting blackbird in cocky stance typifies the attack squadron's ability to handle many missions. The blackbird is noted for its persistent and aggressive nature in attacking and outwitting enemies. The "4 and 20" represents the pilots assigned to squadron

SQUADRON INSIGNIA

VF-653 from the Reserve station at Akron features a dragon, typifying the terrifying fighting qualities of a fighter squadron. It holds a shield with the gold triangle of Pittsburgh, from which many of its pilots came to fly off the *Valley Forge*



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